MAD

MARCH 2014

PROJECT ID: 1206-04-62

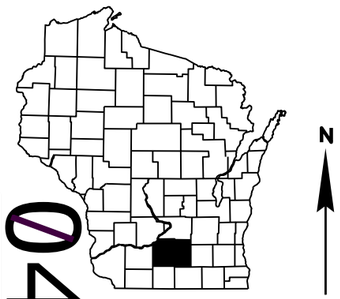
WITH: N/A

COUNTY: DANE

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
~~Section No.~~	~~4~~	~~Right of Way Plat~~
~~Section No.~~	~~5~~	~~Plan and Profile~~
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 786



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C MADISON, SOUTH MADISON BELTLINE

TODD DRIVE - IH 39/90

USH 12

DANE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1206-04-62	WISC 2014063	1

STATE PROJECT NUMBER

1206-04-62

Addendum No. 1
ID 1206-04-62
Revised Sheets: 57, 58, 327, 331, 332, 333, 334, 335, 359
March 5, 2014

Addendum No. 2
ID 1206-04-62
Revised Sheets: 16, 17, 18, 328, 329, 350, 351
March 6, 2014

Section No. 8. Sheet 488 & 489 are replaced with Sheet 488A & 489A. Added Sheets 489B, 489C, 501A, 501B, 509A.

AS-BUILT PLAN

SUPERVISOR: Brenda Schoenfeld
PROJECT MANAGER: David Layton
PROJECT LEADER: Kevin Eslick (AECOM)
CONTRACTOR: Zignego Company, Inc
WORK STARTED: 4/23/2014
WORK COMPLETED: 8/28/2015

Subcontractor List
Barricade Flasher Service, Inc.
Diamond Surface, Inc
Iverson Construction, LLC
King Cut Concrete Cutters, Inc
Mega Rentals, Inc
Mid-State Concrete Cutting Co.
Moore Surveying LLC
Parisi Construction Co, Inc
Payne and Dolan, Inc
PCI Roads, LLC
Red Arrow Electric
Schrock Trucking LLC
State Contractors Inc
Surf Prep, Inc
Surface Construction
Sweep-All

STRUCTURE B-13-37

STRUCTURE B-13-280

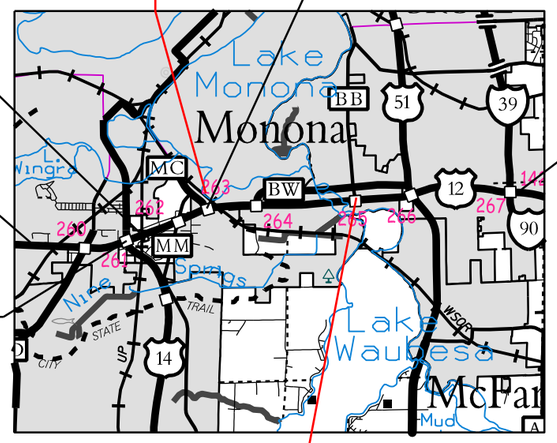
STRUCTURES B-13-17/192

BEGIN PROJECT
STA 472EB+02.60
X = 810750.8008
Y = 468458.8741

END PROJECT
STA F126EB+95.79

STRUCTURES B-13-16/191

STRUCTURE B-13-318



DESIGN DESIGNATION USH 12

A.A.D.T. (2011)	=	118,500
A.A.D.T. (2031)	=	128,300
D.H.V. (2038)	=	12,158
D.D.	=	51/49
T.	=	7.0%
DESIGN SPEED	=	60 MPH
ESALS	=	11,899,000

SIGN STRUCTURES

S-13-068
S-13-069
S-13-070
S-13-071
S-13-072
S-13-073
S-13-074
S-13-149
S-13-150
S-13-151
S-13-152
S-13-153
S-13-157

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE (PL + 58.1)
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- PROPOSED JOINT LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES

- COMMUNICATION OVERHEAD (C-OH)
- COMMUNICATION UNDERGROUND (C-UG)
- ELECTRIC OVERHEAD (OH)
- ELECTRIC UNDERGROUND (E)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

LAYOUT
SCALE 0 1.0 MI.

TOTAL NET LENGTH OF USH 12 MADISON BELTLINE CENTERLINE = 8.200 MI.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD 88 (2011).

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DANE COUNTY

ORIGINAL PLANS PREPARED BY

HNTB
10 W MIFFLIN STREET
SUITE 300
MADISON, WI 53711
(608)283-0045

WISCONSIN PROFESSIONAL ENGINEER
ANDREW D. ROSEMEYER
E-43027-6
MADISON, WI

10/31/2013 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	
Designer	HNTB
Project Manager	DAVID LAYTON
Regional Examiner	
Regional Supervisor	BRENDA SCHOENFELD
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 10/31/2013 Brenda Schoenfeld (Signature)

E

DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

UTILITY CONTACTS

ANR PIPELINE COMPANY - GAS/PETROLEUM
LAWRENCE HUBER
W3925 PIPELINE LN.
EDEN, WI 53019
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LAWRENCE_HUBER@TRANSCANADA.COM

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2489 RINDEN RD.
COTTAGE GROVE, WI 53527
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(608) 438-7650 MOBILE

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CENTURYLINK CLEC - COMMUNICATION
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100 CENTURY LINK DR.
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BRANDON.STORM@CHARTERCOM.COM

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(608) 266-9031 OFFICE
(608) 395-1975 MOBILE

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GREGORY T FRIES
210 MARTIN LUTHER KING JR BLVD. ROOM 115
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MR. ROB PHILLIPS
210 MARTIN LUTHER KING, JR. BLVD. RM. 115
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(608) 266-4751
RPHILLIPS@CITYOFMADISON.COM

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MR. DAVID DRYER
215 MARTIN LUTHER KING, JR. BLVD.
P.O. BOX 2986
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(608) 266-6546
DDRYER@CITYOFMADISON.COM

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DSTEPHANY@CI.MONONA.WI.US

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MADISON METROPOLITAN SEWERAGE DISTRICT
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MADISON WATER UTILITY
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(414) 750-1811 MOBILE

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DNR AREA LIAISON

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DESIGN CONTACT

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ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
FTMS
EROSION CONTROL
LIGHTING
PAVEMENT MARKINGS / SIGNING
TRAFFIC CONTROL
STAGE CONSTRUCTION

GENERAL NOTES

THE CONTRACTOR SHALL CONTACT THE UTILITIES AND DIGGERS HOTLINE TO LOCATE AND FIELD VERIFY UTILITIES PRIOR TO THE START OF WORK. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. ANY LOCAL, MUNICIPAL OR OTHER UTILITY THAT IS NOT A MEMBER OF DIGGERS HOTLINE SHALL BE CONTACTED SEPERATELY.

THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH THE EXISTING UTILITY FACILITIES

ALL CONCRETE PAVEMENT REPAIR AND REPLACEMENT LOCATIONS SHOWN IN THE PLAN DETAILS ARE APPROXIMATE AND WILL BE VERIFIED AND LOCATED BY FIELD ENGINEER PRIOR TO REPAIRS BEING MADE.

PROTECT INLETS WITH PROPER INLET PROTECTION AT LOCATIONS EXHIBITING RISK OF BEING IMPACTED BY CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE FIELD ENGINEER.

EXISTING SURFACE ELEVATIONS USED TO CALCULATE PROPOSED EARTHWORK QUANTITIES ARE BASED UPON PREVIOUS CONSTRUCTION DTM'S. FIELD CHANGES TO THESE PROPOSED DTM'S WILL NOT BE REFLECTED IN THE EXISTING DTM FOR THIS CONTRACT.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY ANY OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT THE CONTRACTOR'S EXPENSE OR AS OTHERWISE DIRECTED BY THE FIELD ENGINEER.

PLACE SALVAGED TOPSOIL OR TOPSOIL IN ALL GRADED AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. SEED, FERTILIZE, MULCH AND/OR PLACE EROSION MAT ALL AREAS 5 DAYS AFTER PLACEMENT OF SALVAGED TOPSOIL.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL OR EQUIPMENT WITHIN WETLANDS OR PROTECTED AREAS MUST BE APPROVED BY ENGINEER. WETLAND BOUNDARIES SHOWN ON EROSION CONTROL PLANS.

BROKEN CONCRETE CONTAINING STEEL SHALL NOT BE USED AS RIPRAP OR HEAVY RIPRAP.

THE ENGINEER SHALL CONFIRM THE LOCATION OF EROSION CONTROL ITEMS. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. AT THAT TIME, THE CONTRACTOR SHALL REMOVE THE TEMPORARY EROSION CONTROL ITEM INCIDENTAL TO THE COST OF THE RESPECTIVE BID ITEM.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER. ENGINEER TO VERIFY INLET PROTECTION LOCATION AND NEED BEFORE PLACEMENT.

REMOVING CONCRETE INCLUDES ANY MESH OR REINFORCEMENT THAT MAY BE PART OF THE PAVEMENT STRUCTURE. EXISTING PAVEMENT DEPTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN THE FIELD.

EXISTING PAVEMENT DEPTHS AND LANE WIDTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN THE FIELD. VERIFY WIDTHS PRIOR TO SETTING TRAFFIC CONTROL TO ENSURE PROPER LANE WIDTHS ARE ACHIEVED.

GENERAL NOTES CONT'D

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.

BEAMGUARD NOT SHOWN IN CROSS SECTIONS. SEE PLAN DETAILS AND STANDARD DETAIL DRAWINGS FOR INSTALLATION LOCATIONS.

SURVEY MONUMENT LOCATIONS WILL BE AVAILBLE UPON REQUEST.

ALIGNMENT IDENTIFIERS	
BR	BADGER ROAD
EB	USH 12/18 EB
FNW	TODD DRIVE NW RAMP
HEN	USH 12/18 EB TO IH 39 NB RAMP
HES	USH 12/18 EB TO IH 39 SB RAMP
HNW	IH 39 NB TO USH 12/18 WB RAMP
HSE	IH 39 SB TO USH 12/18 EB RAMP
HSW	IH 39 SB TO USH 12/18 WB RAMP
HWN	USH 12/18 WB TO IH 39 NB RAMP
JNE	JOHN NOLEN DRIVE NE RAMP
JNW	JOHN NOLEN DRIVE NW RAMP
JSE	JOHN NOLEN DRIVE SE RAMP
JSW	JOHN NOLEN DRIVE SW RAMP
MNE	MONONA DRIVE NE RAMP
MNW	MONONA DRIVE NW RAMP
MSE	MONONA DRIVE SE RAMP
MSW	MONONA DRIVE SW RAMP
PNB	PARK STREET NB
PNE	PARK STREET NE RAMP
PSB	PARK STREET SB
PSW	PARK STREET SW RAMP
RNE	RIMROCK ROAD NE RAMP
RNW	RIMROCK ROAD NW RAMP
RSE	RIMROCK ROAD SE RAMP
RSW	RIMROCK ROAD SW RAMP
SNE	STOUGHTON ROAD NE RAMP
SNW	STOUGHTON ROAD NW RAMP
SSE	STOUGHTON ROAD SE RAMP
SSW	STOUGHTON ROAD SW RAMP
TNE	SOUTH TOWNE DRIVE NW RAMP
TNW	SOUTH TOWNE DRIVE NW RAMP
TSE	SOUTH TOWNE DRIVE SE RAMP
TSW	SOUTH TOWNE DRIVE SW RAMP
WB	USH 12/18 WB

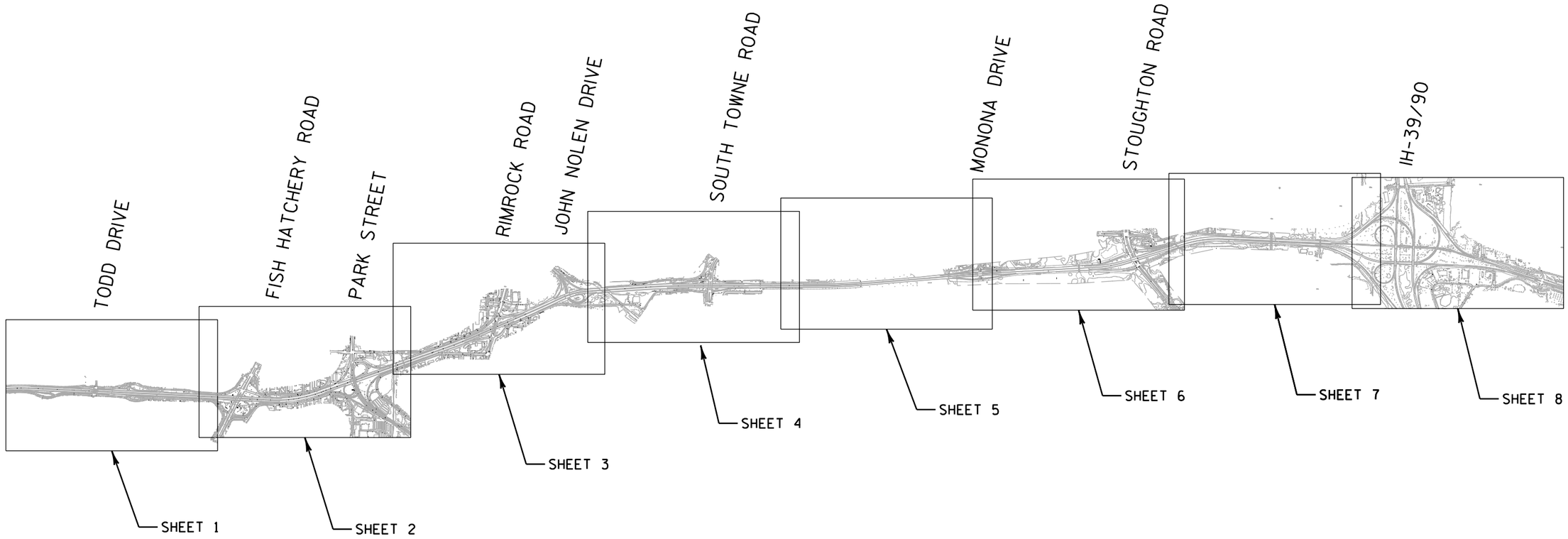
PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS	ASPHALITIC MATERIAL
ASPHALTIC SURFACE	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER	N/A
E-3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER	PG-58-28

ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CULVERT PIPE CORRUGATED METAL
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
EAT	ENERGY ABSORBING TERMINAL
FE	FIELD ENTRANCE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RRSP	RAILROAD SPIKE
RT	RIGHT
SALV	SALVAGED
SAPBC	SALVAGED ASPHALTIC PAVEMENT BASE COARSE
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWINGS
SE	SUPER ELEVATION
SF	SQUARE FOOT
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT

2

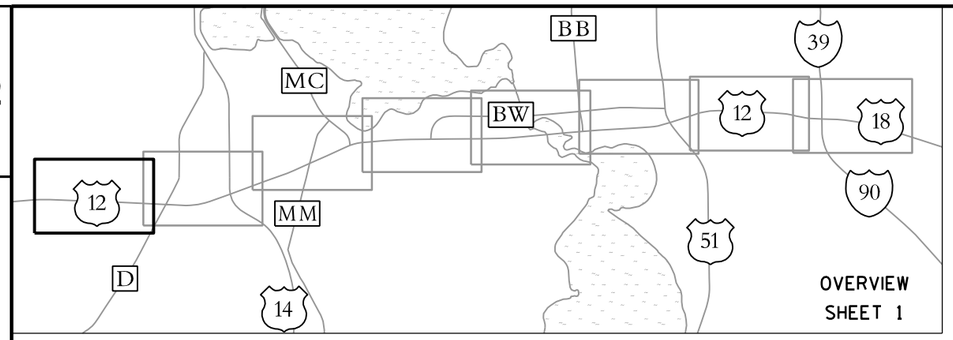
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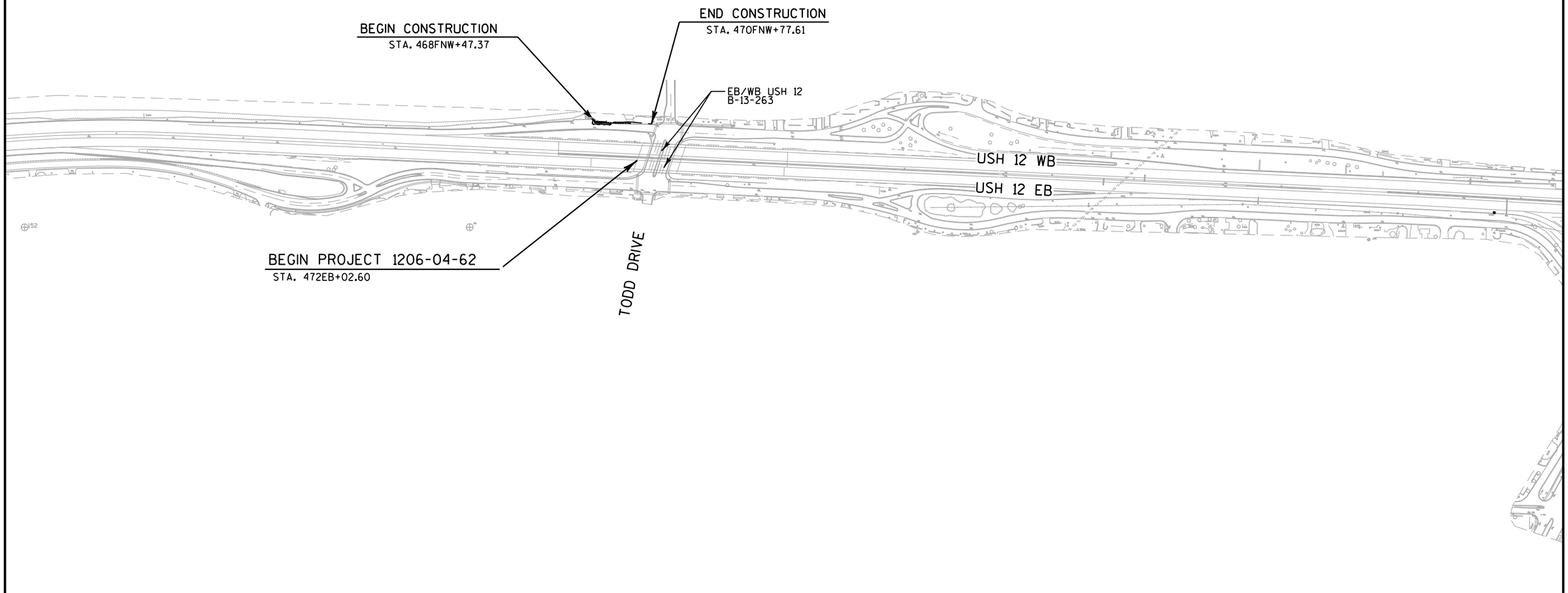
NOTE:
SEE INDIVIDUAL OVERVIEW SHEETS
FOR CONSTRUCTION LIMITS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PROJECT OVERVIEW	SHEET 4	E

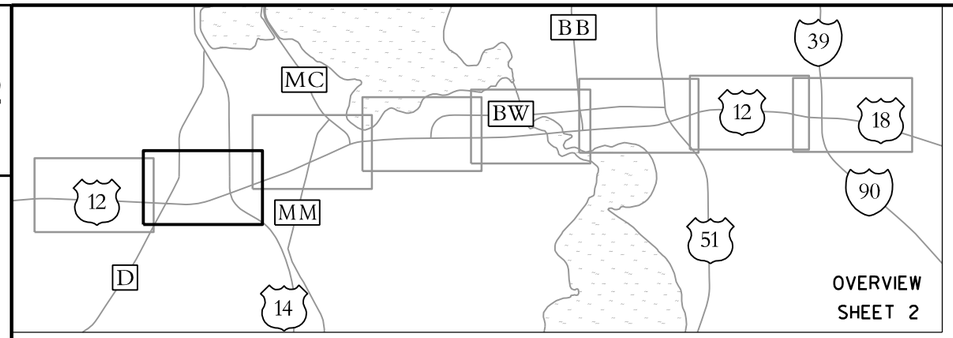
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PROJECT OVERVIEW	SHEET 5	E



2

N

USH 151 / PARK STREET

FISH HATCHERY ROAD

BEGIN CONSTUCTION
STA. 519WB+95.79

BEGIN CONSTRUCTION
STA. 556PNE+33.51

END CONSTRUCTION
STA. 564PNE+12.17

END CONSTRUCTION
STA. 1068PSB+21.99

BEGIN CONSTRUCTION
STA. 1066PSB+10.18

WB USH 12
B-13-192

WB USH 12
B-13-191

EB USH 12
B-13-017

EB USH 12
B-13-016

UNION PACIFIC RAILROAD

USH 12 WB

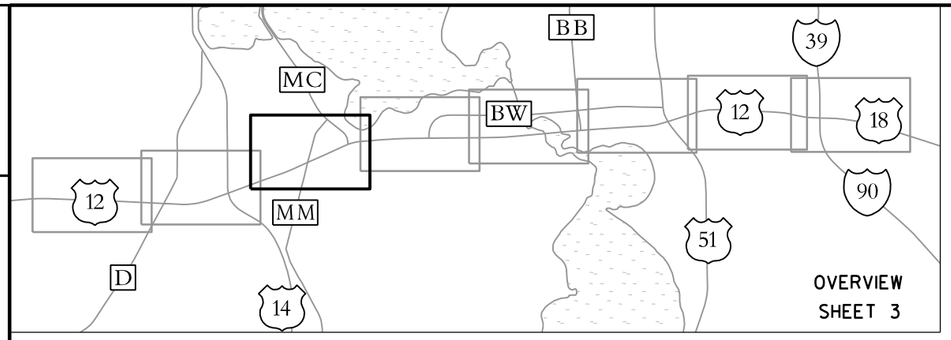
USH 12 EB

END CONSTRUCTION
STA. 549PSW+08.16

BEGIN CONSTRUCTION
STA. 542PSW+01.40

USH 14

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PROJECT OVERVIEW	SHEET 6	E



2

N

END CONSTRUCTION
STA. 108JNE+50.60

JOHN NOLEN DRIVE

BEGIN CONSTRUCTION
STA. 103JNE+90.13

WSOR RAILROAD

RIMROCK ROAD

END CONSTRUCTION
STA. 608RNE+25.98

BEGIN CONSTRUCTION
STA. 603RNE+50.00

EB/WB USH 12
B-13-280

BEGIN CONSTRUCTION
STA. 9JSE+90.63

BEGIN CONSTRUCTION
STA. 22JSW+79.96

END CONSTRUCTION
STA. 12JSE+03.94

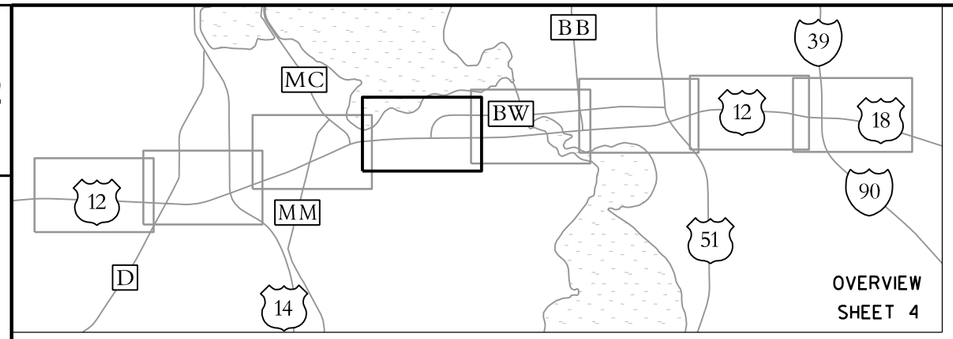
USH 12 WB

USH 12 EB

BEGIN CONSTRUCTION
STA. 586RSW+03.43

END CONSTRUCTION
STA. 592RSW+69.83

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PROJECT OVERVIEW	SHEET 7	E



2

N

END CONSTRUCTION
STA. 44TNW+00.00

BEGIN CONSTRUCTION
STA. 39TNW+52.76

EB/WB USH 12
B-13-280

END CONSTRUCTION
STA. 64TNE+09.15

BEGIN CONSTRUCTION
STA. 57TNE+67.99

USH 12 WB

USH 12 EB

WSOR RAILROAD

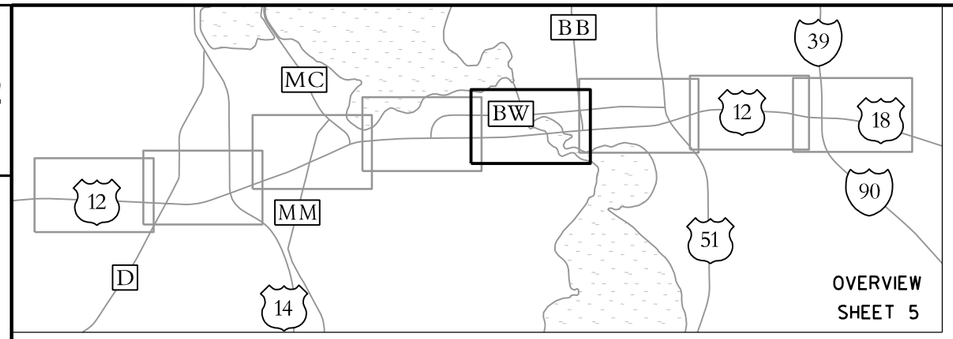
BEGIN CONSTRUCTION
STA. 40TSW+08.52

END CONSTRUCTION
STA. 49TSW+47.01

SOUTH TOWNE DRIVE

END CONSTRUCTION
STA. 31JSW+15.16

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PROJECT OVERVIEW	SHEET 8	E



2

N

BEGIN CONSTRUCTION
STA. 135MNE+87.07

MONONA DRIVE

END CONSTRUCTION
STA. 129MNW+18.94

BEGIN CONSTRUCTION
STA. 121MNW+51.57

USH 12 WB

USH 12 EB

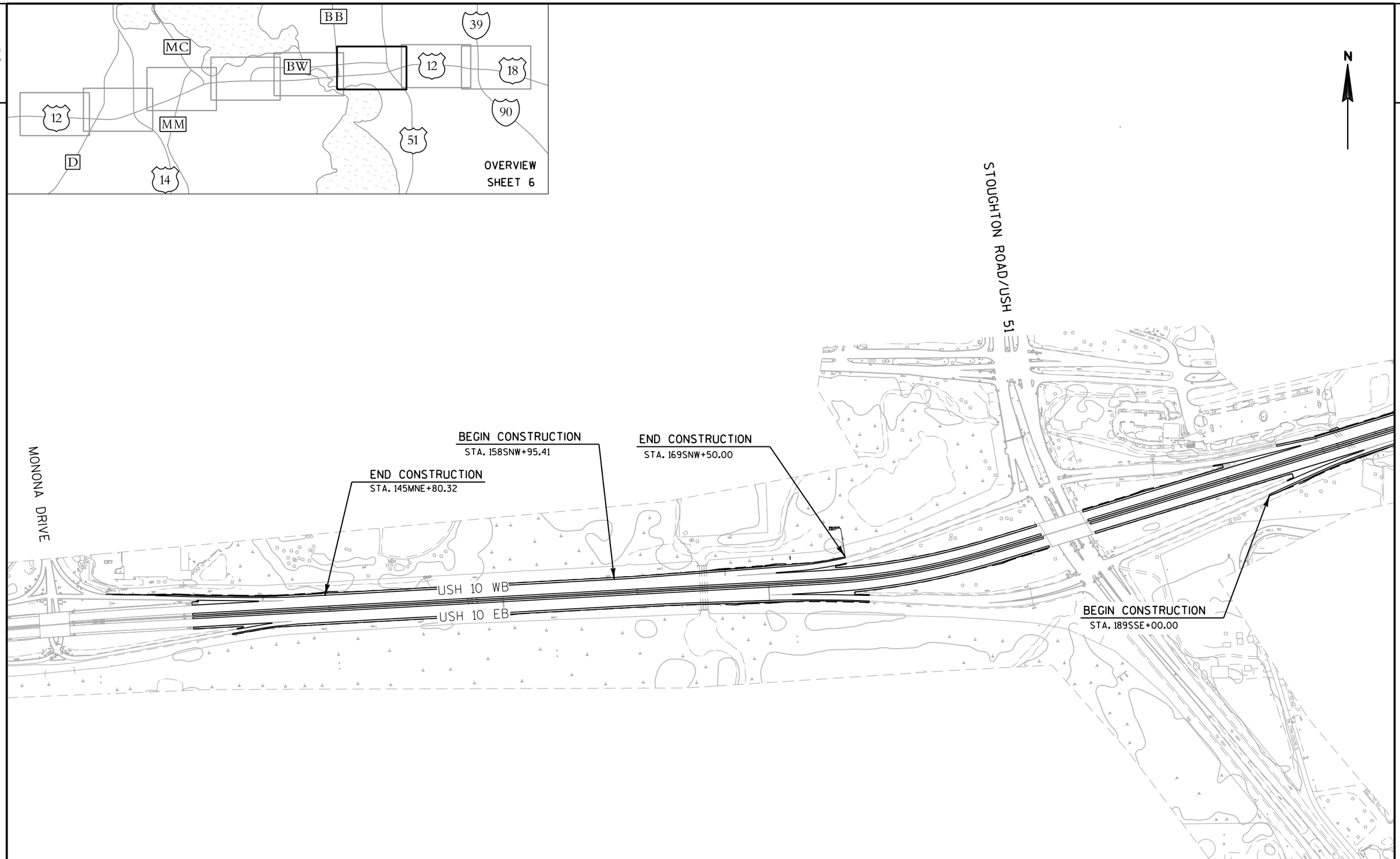
YAHARA RIVER

BEGIN CONSTRUCTION
STA. 123MSW+91.88

END CONSTRUCTION
STA. 126MSW+00.00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PROJECT OVERVIEW	SHEET	E

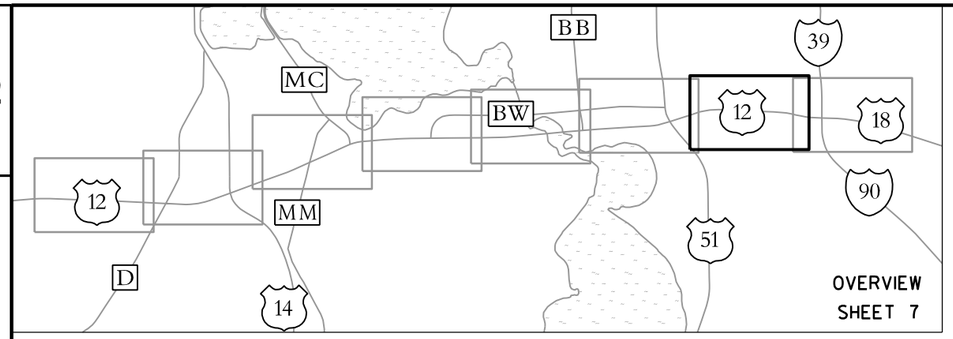
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PROJECT OVERVIEW	SHEET 10	E

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WISDOT/CADDS SHEET 42



2

N

AGRICULTURE DRIVE

BEGIN CONSTRUCTION
STA. 75HSW+03.81

END CONSTRUCTION
STA. 85HSW+00.00

USH 12 WB

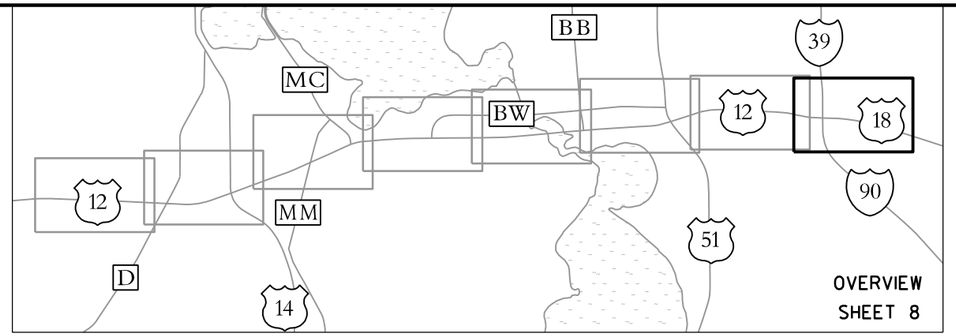
USH 12 EB

END CONSTRUCTION
STA. 195SSE+47.25

BEGIN CONSTRUCTION
STA. 73HES+00.00

END CONSTRUCTION
STA. 81HES+00.00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PROJECT OVERVIEW	SHEET 11	E



2

IH 39/90 NB

BEGIN CONSTRUCTION
STA. 102HNW+79.17

END CONSTRUCTION
STA. 107HNW+20.81

END CONSTRUCTION
STA. L126WB+60.31

END CONSTRUCTION
STA. 114HEN+33.93

END CONSTRUCTION
STA. 109HSE+45.07

BEGIN CONSTRUCTION
STA. 95HSE+98.74

BEGIN CONSTRUCTION
STA. 108HEN+84.88

USH 12 WB

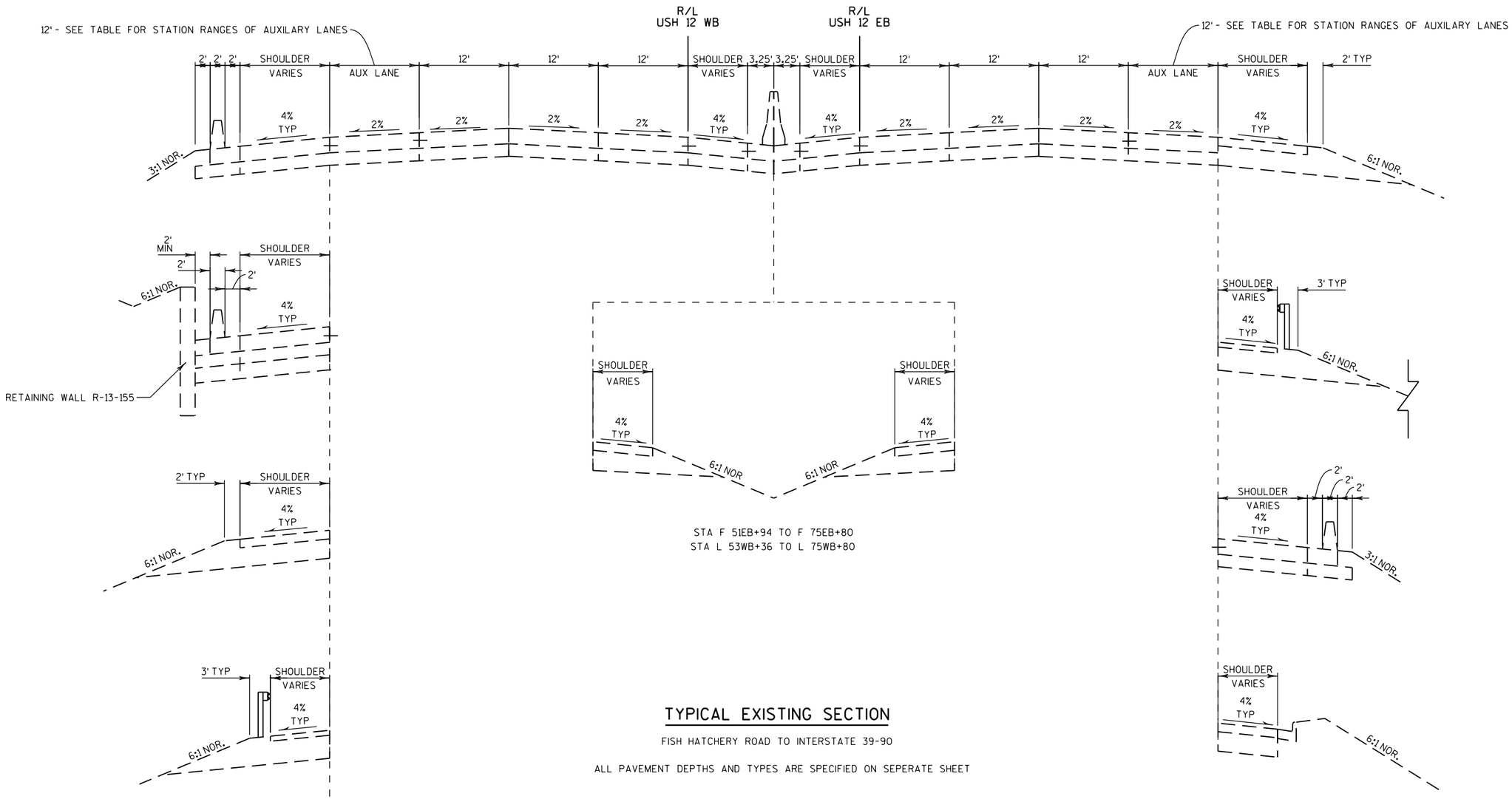
USH 12 EB

END PROJECT 1206-04-62
STA. F126EB+95.79

IH 39/90 SB

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PROJECT OVERVIEW	SHEET 12	E

2



STA F 51EB+94 TO F 75EB+80
STA L 53WB+36 TO L 75WB+80

TYPICAL EXISTING SECTION

FISH HATCHERY ROAD TO INTERSTATE 39-90

ALL PAVEMENT DEPTHS AND TYPES ARE SPECIFIED ON SEPERATE SHEET

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TYPICAL SECTIONS: EXISTING	SHEET 13	E

2

MEDIAN SHOULDER WIDTH			
ROADWAY DIRECTION	STATION BEGIN	STATION END	WIDTH
EB USH 12	519EB+96	A528EB+83	8.5'
	A528EB+83	B545EB+06	8'
	B545EB+06	B566EB+38	8.5'
	B566EB+38	B567EB+88	7'
	B567EB+88	C593EB+06	8'
	C593EB+06	C595EB+40	8.5'
	C595EB+40	C597EB+25	7'
	C597EB+25	C598EB+45	8.5'
	C598EB+45	D627EB+06	8'
	D627EB+06	E52EB+33	8.5'
	E52EB+33	E53EB+56	7'
	E53EB+56	E87EB+68	8.5'
	E87EB+68	E132EB+62	6'
	E132EB+62	F52EB+90	8.5'
	F52EB+90	F76EB+66	6'
WB USH 12	519WB+96	A528WB+85	8.5'
	A528WB+85	B545WB+05	8'
	B545WB+05	B566WB+39	8.5'
	B566WB+39	B567WB+87	7'
	B567WB+87	C593WB+05	8'
	C593WB+05	C595WB+39	8.5'
	C595WB+39	C597WB+25	7'
	C597WB+25	C598WB+44	8.5'
	C598WB+44	E627WB+08	8'
	E627WB+08	G52WB+33	8.5'
	G52WB+33	G53WB+56	7'
	G53WB+56	G87WB+68	8.5'
	G87WB+68	H132WB+62	6'
	H132WB+62	L54WB+19	8.5'
	L54WB+19	L79WB+15	6'

MAINLINE PAVEMENT DEPTH				
ROADWAY DIRECTION	STATION BEGIN	STATION END	PAVEMENT	COMMENTS
EB USH 12	519EB+96	F 76EB+00	10-IN CONCRETE OVER 6-IN BASE AGG	
	E 180EB+75	F 76EB+00	12-IN CONCRETE OVER 6-IN BASE AGG	OUTSIDE TRAVEL LANE ONLY
	AUX LANE		10-IN CONCRETE OVER 6-IN BASE AGG	FISH HATCHERY ROAD TO PARK STREET
	AUX LANE		10-IN CONCRETE OVER 6-IN BASE AGG OVER 12-IN SELECT CRUSHED	BETWEEN EB PARK STREET ENTRANCE RAMPS
	AUX LANE		10-IN CONCRETE OVER 6-IN BASE AGG OVER 12-IN SELECT CRUSHED	PARK STREET TO RIMROCK ROAD
	AUX LANE		10-IN CONCRETE OVER 6-IN BASE AGG	RIMROCK ROAD TO JOHN NOLEN DRIVE
	AUX LANE		10-IN CONCRETE OVER 6-IN BASE AGG	JOHN NOLEN DRIVE TO SOUTH TOWNE
	AUX LANE		10-IN CONCRETE OVER 6-IN BASE AGG	MONONA DRIVE TO STOUGHTON ROAD
WB USH 12	519WB+96	L 76WB+00	10-IN CONCRETE OVER 6-IN BASE AGG	
	K 180WB+75	L 76WB+00	12-IN CONCRETE OVER 6-IN BASE AGG	OUTSIDE TRAVEL LANE ONLY
	AUX LANE		10-IN CONCRETE OVER 6-IN BASE AGG	FISH HATCHERY ROAD TO PARK STREET
	AUX LANE		10-IN CONCRETE OVER 6-IN BASE AGG OVER 12-IN SELECT CRUSHED	PARK STREET TO RIMROCK ROAD
	AUX LANE		10-IN CONCRETE OVER 6-IN BASE AGG	RIMROCK ROAD TO JOHN NOLEN DRIVE
	AUX LANE		10-IN CONCRETE OVER 6-IN BASE AGG	JOHN NOLEN DRIVE TO SOUTH TOWNE
	AUX LANE		10-IN CONCRETE OVER 6-IN BASE AGG	MONONA DRIVE TO STOUGHTON ROAD

OUTSIDE SHOULDER WIDTH			
ROADWAY DIRECTION	STATION BEGIN	STATION END	WIDTH
EB USH 12	519EB+96	B541EB+93	10'
	B543EB+96	B548EB+31	VARIES
	B552EB+18	B560EB+00	12'
	B564EB+54	C600EB+45	10'
	C609EB+97	C612EB+99	10.5'
	C613EB+51	C615EB+01	9'
	C615EB+01	D622EB+51	10'
	E23EB+54	E25EB+15	13'
	E26EB+56	E59EB+55	10'
	E64EB+47	E70EB+02	6'
	E71EB+08	E97EB+97	10.5'
	E127EB+28	E159EB+95	10'
	E162EB+26	E166EB+02	5'
	E169EB+84	E172EB+64	10.5'
	E172EB+64	E175EB+02	11'
	E175EB+02	E178EB+90	10'
	E184EB+14	E190EB+15	8'
	E195EB+48	E200EB+84	5'
	E202EB+50	F70EB+57	8'
WB USH 12	519WB+96	524WB+31	12'
	A529WB+01	A536WB+36	8'
	B546WB+57	B550WB+33	8'
	B554WB+45	B560WB+26	10'
	B564WB+90	B585WB+54	14'
	C591WB+84	C596WB+11	10'
	C597WB+28	C603WB+35	VARIES
	C606WB+17	C607WB+46	8'
	C607WB+46	C610WB+02	10'
	C610WB+02	C611WB+64	9'
	C611WB+64	C614WB+47	8'
	C614WB+47	D615WB+88	10'
	D617WB+10	D618WB+01	9'
	D618WB+01	D619WB+44	10.5'
	D621WB+17	D624WB+39	VARIES
	E626WB+52	G52WB+35	10'
	G53WB+61	G60WB+48	10.5'
	G65WB+53	G97WB+20	10'
	H126WB+80	H129WB+97	10.5'
	H129WB+97	J160WB+00	10'
	J169WB+04	K178WB+53	10.5'
	K181WB+08	L61WB+55	8'
	L62WB+11	L66WB+34	12'
	L66WB+75	L78WB+97	8'

MEDIAN SHOULDER TYPE AND DEPTH			
ROADWAY DIRECTION	STATION BEGIN	STATION END	PAVEMENT
EB USH 12	519EB+96	A 538EB+50	4-IN BITUMINOUS CONCRETE
	A 538EB+50	C 594EB+00	8-IN CONCRETE
	C 594EB+00	E 84EB+21	4-IN BITUMINOUS CONCRETE
	E 84EB+21	E 98EB+00	10-IN HES CONCRETE
	E 98EB+00	E 124EB+00	YAHARA RIVER BRIDGE
	E 124EB+00	E 135EB+46	10-IN HES CONCRETE
	E 135EB+46	F 76EB+00	4-IN BITUMINOUS CONCRETE
WB USH 12	519WB+96	B 554WB+00	4-IN BITUMINOUS CONCRETE
	B 554WB+00	C 599WB+00	8-IN CONCRETE
	C 599WB+00	G 84WB+90	4-IN BITUMINOUS CONCRETE
	G 84WB+90	G 98WB+00	10-IN HES CONCRETE
	G 98WB+00	H 124WB+00	YAHARA RIVER BRIDGE
	H 124WB+00	H 135WB+47	10-IN HES CONCRETE
	H 135WB+47	L 76WB+00	4-IN BITUMINOUS CONCRETE

OUTSIDE SHOULDER TYPE AND DEPTH			
ROADWAY DIRECTION	STATION BEGIN	STATION END	PAVEMENT
EB USH 12	519EB+96	B 560EB+00	4-IN HMA
	B 560EB+00	B 586EB+25	8-IN CONCRETE
	B 586EB+25	E 80EB+55	4-IN HMA
	E 80EB+55	E 98EB+00	10-IN HES CONCRETE
	E 98EB+00	E 124EB+00	YAHARA RIVER BRIDGE
	E 124EB+00	E 139EB+75	10-IN HES CONCRETE
	E 139EB+75	E 180EB_00	4-IN HMA
	E 180EB+00	F 76EB+00	5-IN HMA
WB USH 12	519WB+96	B 564WB+00	4-IN HMA
	B 564WB+00	B 586WB+00	8-IN CONCRETE
	B 586WB+00	G 80WB+65	4-IN HMA
	G 80WB+65	G 98WB+00	10-IN HES CONCRETE
	G 98WB+00	H 124WB+00	YAHARA RIVER BRIDGE
	H 124WB+00	J 139WB+75	10-IN HES CONCRETE
	J 139WB+75	K 180WB+75	4-IN HMA
	K 180WB+75	L 76WB+00	5-IN HMA

TYPICAL EXISTING SECTION

FISH HATCHERY ROAD TO INTERSTATE 39-90

EXISTING PAVEMENT TYPES AND DEPTHS
SHOULDER WIDTHS

LOCATION	STATION RANGE	TRAVEL LANE	INSIDE SHOULDER	OUTSIDE SHOULDER
TODD DR NW RAMP	AS-BUILTS ARE INCONCLUSIVE AND DO NOT SHOW EXISTING PAVEMENT STRUCTURE. FIELD VERIFY PAVEMENT DEPTHS.			
PARK ST SW RAMP	542PSE+00 - 549PSE+08.16	10" PC CONCRETE PAVEMENT (DOWELED)	30" CONCRETE CURB AND GUTTER,TYPE A	4" BITUMINOUS CONCRETE PAVEMENT
PARK ST NE RAMP	556PNE+50 - 560PNE+00	10" CONCRETE PAVEMENT	4" BITUMINOUS CONCRETE PAVEMENT	3.5" ASPHALTIC SURFACE
RIMROCK RD SW RAMP	589RSW+00 - 593RSW+50	10" PC CONCRETE PAVEMENT	4" BITUMINOUS CONCRETE PAVEMENT	4" BITUMINOUS CONCRETE PAVEMENT
RIMROCK RD NE RAMP	603RNE+75 - 607RNE+50	10" CONCRETE PAVEMENT	N/A	3.5" ASPHALTIC SURFACE
JOHN NOLEN SE RAMP	10JSE+50 - 12JSE+00	10" PC CONCRETE PAVEMENT (DOWELED)	30" CONCRETE CURB AND GUTTER, TYPE A	4" BITUMINOUS CONCRETE PAVEMENT
JOHN NOLEN SW RAMP	20JSW+00 - 25JSW+50	10" PC CONCRETE PAVEMENT (DOWELED)	CONCRETE BARRIER	4" BITUMINOUS CONCRETE PAVEMENT
	25JSW+50 - 29JSW+00	10" PC CONCRETE PAVEMENT (DOWELED)	4" BITUMINOUS CONCRETE PAVEMENT	4" BITUMINOUS CONCRETE PAVEMENT
	29JSW+00 - 31JSW+15.16	10" PC CONCRETE PAVEMENT (DOWELED)	N/A	4" BITUMINOUS CONCRETE PAVEMENT
JOHN NOLEN NE RAMP	103JNE+11 - 106JNE+50	10" PC CONCRETE PAVEMENT (DOWELED)	4" BITUMINOUS CONCRETE PAVEMENT	4" BITUMINOUS CONCRETE PAVEMENT
	106JNE+50 - 108JNE+50.60	10" PC CONCRETE PAVEMENT (DOWELED)	N/A	4" BITUMINOUS CONCRETE PAVEMENT
SOUTH TOWNE DR SW RAMP	46TSW+00 - 47TSW+90	10" PC CONCRETE PAVEMENT	30" CONCRETE CURB AND GUTTER, TYPE A	4" BITUMINOUS CONCRETE PAVEMENT
	47TSW+90 - 51TSW+00	10" PC CONCRETE PAVEMENT	30" CONCRETE CURB AND GUTTER, TYPE A	30" CONCRETE CURB AND GUTTER, TYPE A
SOUTH TOWNE DR NW RAMP	39TNW+52.76 - 43TNW+00	10" PC CONCRETE PAVEMENT	N/A	5" BITUMINOUS CONCRETE PAVEMENT
SOUTH TOWNE DR NE RAMP	57TNE+50 - 58TNE+35	10" PC CONCRETE PAVEMENT	30" CONCRETE CURB AND GUTTER, TYPE A	42" SINGLE FACED BARRIER
	58TNE+35 - 60TNE+50	10" PC CONCRETE PAVEMENT	30" CONCRETE CURB AND GUTTER, TYPE A	30" CONCRETE CURB AND GUTTER, TYPE A
MONONA DR SW RAMP	124MSW+00 - 125MSW+75	10" CONCRETE PAVEMENT	N/A	4" BITUMINOUS CONCRETE PAVEMENT
MONONA DR NW RAMP	124MNW+00 - 126MNW+00	10" CONCRETE PAVEMENT	N/A	4" BITUMINOUS CONCRETE PAVEMENT
MONONA DR NE RAMP	135MNE+50 - 138MNE+15	10" CONCRETE PAVEMENT	30" CONCRETE CURB AND GUTTER TYPE A	30" CONCRETE CURB AND GUTTER, TYPE A
	138MNE+15 - 140MNE+10	10" CONCRETE PAVEMENT	30" CONCRETE CURB AND GUTTER TYPE A	4" BITUMINOUS CONCRETE PAVEMENT
	140MNE+10 - 145MNE+80.32	10" CONCRETE PAVEMENT	N/A	4" BITUMINOUS CONCRETE PAVEMENT
STOUGHTON ROAD NW RAMP	162SNW+00 - 166SNW+50	10" CONCRETE PAVEMENT	N/A	4" BITUMINOUS CONCRETE PAVEMENT
STOUGHTON ROAD SE RAMP	190SSE+50 - 195SSE+00	10" CONCRETE PAVEMENT	N/A	4" BITUMINOUS CONCRETE PAVEMENT
USH 12/18 EB TO IH 39 SB RAMP	73HES+00 - 78HES+75	10" CONCRETE PAVEMENT (DOWELED AND TINED)	N/A	5" ASPHALTIC CONCRETE PAVEMENT, TYPE MV
	78HES+75 - 81HES+00	10" CONCRETE PAVEMENT (DOWELED AND TINED)	5" ASPHALTIC CONCRETE PAVEMENT, TYPE MV	5" ASPHALTIC CONCRETE PAVEMENT, TYPE MV
USH 12/18 EB TO IH 39 NB RAMP	109HEN+00 - 114HEN+50	12" CONCRETE PAVEMENT (DOWELED AND TINED)	5" ASPHALTIC CONCRETE PAVEMENT, TYPE MV	5" ASPHALTIC CONCRETE PAVEMENT, TYPE MV
USH 12/18 WB TO IH 39 NB RAMP	121HWN+50 - 127HWN+00	10" CONCRETE PAVEMENT (DOWELED AND TINED)	N/A	5" ASPHALTIC CONCRETE PAVEMENT, TYPE MV
IH 39 SB TO USH 12/18 WB RAMP	75HSW+03.81 - 81HSW+00	12" CONCRETE PAVEMENT (DOWELED AND TINED)	N/A	5" ASPHALTIC CONCRETE PAVEMENT, TYPE MV
IH 39 NB TO USH 12/18 WB RAMP	102HNW+00 - 107HNW+00	10" CONCRETE PAVEMENT (DOWELED AND TINED)	5" ASPHALTIC CONCRETE PAVEMENT, TYPE MV	5" ASPHALTIC CONCRETE PAVEMENT, TYPE MV
IH 39 SB TO USH 12/18 EB RAMP	96HSE+50 - 98HSE+00	10" CONCRETE PAVEMENT (DOWELED AND TINED)	5" ASPHALTIC CONCRETE PAVEMENT, TYPE MV	30" CONCRETE CURB AND GUTTER, TYPE A
	98HSE+00 - 99HSE+50	10" CONCRETE PAVEMENT (DOWELED AND TINED)	N/A	30" CONCRETE CURB AND GUTTER, TYPE A

RAMP PAVEMENT INFORMATION

NOTES:

* "NON-APPLICABLE" INFORMATION FOR THE INSIDE SHOULDER . REPRESENTS A GORE SEPERATING THE RAMP PAVEMENT FROM MAINLINE

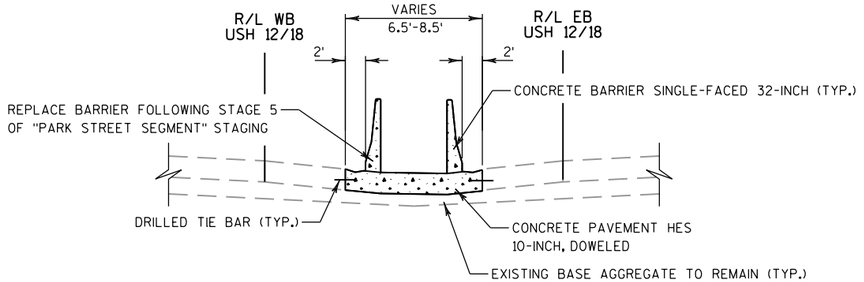
SUPERELEVATION TABLE

WB SHOULDER CROSS SLOPE TRANSITIONS

LOCATION	STATION	LT/RT	CROSS SLOPE TRANSITION
PARK ST NE RAMP	558PNE+00	RT	6.00%
PARK ST NE RAMP	560PNE+00	RT	6.00%
RIMROCK RD NE RAMP	603RNE+50	LT	6.00%
RIMROCK RD NE RAMP	605RNE+00	LT	4.00%
WB USH 12/18	C 607WB+00	LT	4.00%
WB USH 12/18	C 607WB+50	LT	2.00%
WB USH 12/18	C 615WB+00	LT	2.00%
WB USH 12/18	C 616WB+00	LT	4.00%
WB USH 12/18	H 757WB+00	LT	4.00%
WB USH 12/18	H 758WB+00	LT	2.00%
STOUGHTON RD NW RAMP	168SNW+50	LT	2.00%
STOUGHTON RD NW RAMP	169SNW+50	LT	4.00%
WB USH 12/18	J 806+25.00	LT	-4.00%
WB USH 12/18	J 816+00.00	LT	-4.00%
WB USH 12/18	K 817+00.00	LT	2.00%
WB USH 12/18	K 849+00.00	LT	2.00%
WB USH 12/18	K 850+00.00	LT	4.00%

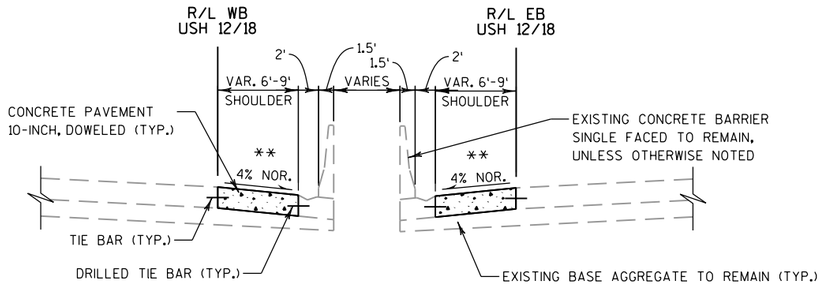
EB SHOULDER CROSS SLOPE TRANSITIONS

LOCATION	STATION	LT/RT	CROSS SLOPE TRANSITION
EB USH 12/18	A 520EB+00	RT	-4.00%
EB USH 12/18	A 522EB+00	RT	-2.00%
EB USH 12/18	A 527EB+65	RT	EXISTING SLOPE
EB USH 12/18	A 530EB+50	RT	6.00%
EB USH 12/18	A 540EB+00	RT	6.00%
EB USH 12/18	A 541EB+50	RT	EXISTING SLOPE
EB USH 12/18	B 544EB+40	RT	-4.00%
EB USH 12/18	B 545EB+00	RT	-2.00%
EB USH 12/18	B 547EB+25	RT	-2.00%
EB USH 12/18	B 548EB+25	RT	-4.00%
EB USH 12/18	B 552EB+25	RT	-4.00%
EB USH 12/18	B 553EB+25	RT	-2.00%
EB USH 12/18	B 559EB+00	RT	-2.00%
EB USH 12/18	B 560EB+00	RT	-4.00%
RIMROCK RD SW RAMP	587RSW+00	RT	-6.00%
RIMROCK RD SW RAMP	590RSW+00	RT	-6.00%
RIMROCK RD SW RAMP	590RSW+50	RT	-4.00%
RIMROCK RD SW RAMP	589RSW+00	LT	-5.00%
RIMROCK RD SW RAMP	590RSW+00	LT	-5.00%
RIMROCK RD SW RAMP	590RSW+50	LT	-4.00%
JOHN NOLEN SE RAMP	10JSE+50	LT	4.00%
JOHN NOLEN SE RAMP	11JSE+00	LT	6.00%
EB USH 12/18	E 144EB+00	RT	-4.00%
EB USH 12/18	E 145EB+00	RT	-2.00%
EB USH 12/18	E 161EB+00	RT	-2.00%
EB USH 12/18	E 162EB+00	RT	-4.00%
EB USH 12/18	E 170EB+00	RT	4.00%
EB USH 12/18	E 174EB+00	RT	4.00%
EB USH 12/18	E 178EB+00	RT	-4.00%
EB USH 12/18	F 51EB+00	RT	-4.00%
EB USH 12/18	F 52EB+00	RT	-2.00%
EB USH 12/18	F 70EB+00	RT	-2.00%
EB USH 12/18	F 71EB+00	RT	-4.00%
EB USH 12/18	F 74EB+00	RT	-4.00%
EB USH 12/18	F 76EB+00	RT	-8.00%
USH 12/18 EB TO IH 39 SB RAMP	F 78EB+50	RT	-8.00%
USH 12/18 EB TO IH 39 SB RAMP	F 81EB+00	RT	EXISTING SLOPE



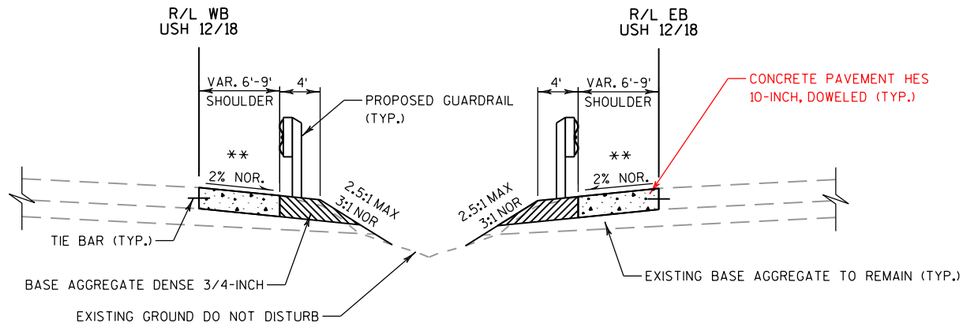
TYPICAL PROPOSED SECTION

MEDIAN BARRIER REPLACEMENT
B 543EB+28 - B 549EB+89
B 575EB+32 - B 583EB+50



TYPICAL PROPOSED SECTION

MEDIAN SHOULDER REPLACEMENT*
520WB+00 - K 820WB+50
520EB+00 - F 51EB+00



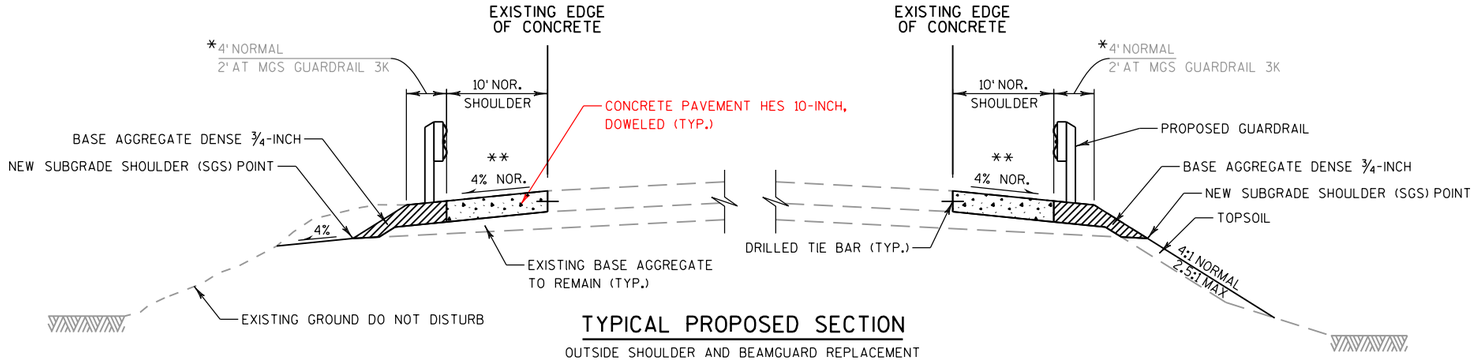
TYPICAL PROPOSED SECTION

MEDIAN SHOULDER REPLACEMENT
K 820WB+50 - K 850WB+50
F 51EB+00 - F 82EB+50

Addendum No. 2
ID 1206-04-62
Revised Sheet 16
March 6, 2014

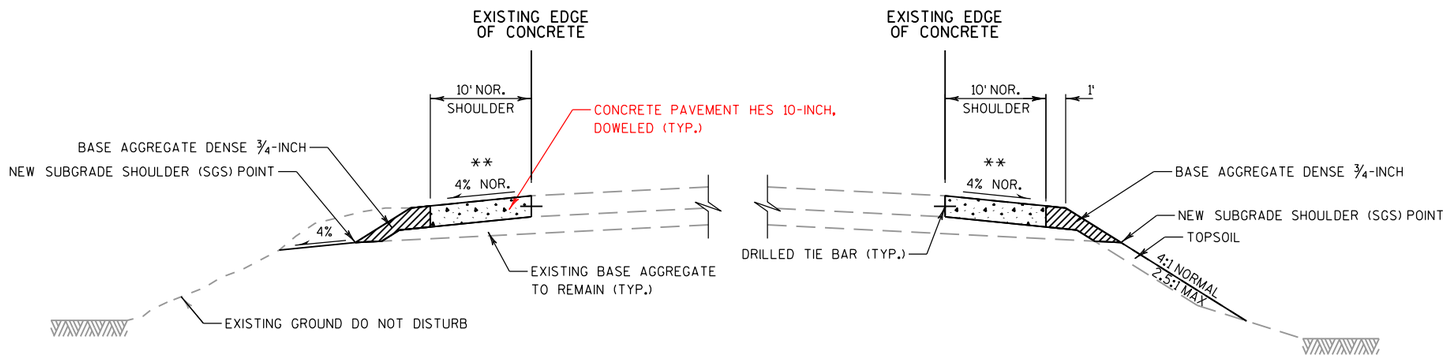
* CONCRETE PAVEMENT REPLACEMENT NOT NEEDED FOR ENTIRE STATION RANGE, REFER TO PLAN DETAILS FOR SPECIFIC LOCATIONS

** SEE SUPERELEVATION TABLE FOR CROSS SLOPE TRANSITIONS IN SUPERELEVATED LOCATIONS. STATION AND CROSS SLOPES ARE APPROXOMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER. REFER TO CROSS SECTIONS FOR LOCATIONS NOT SHOWN IN THE TABLES



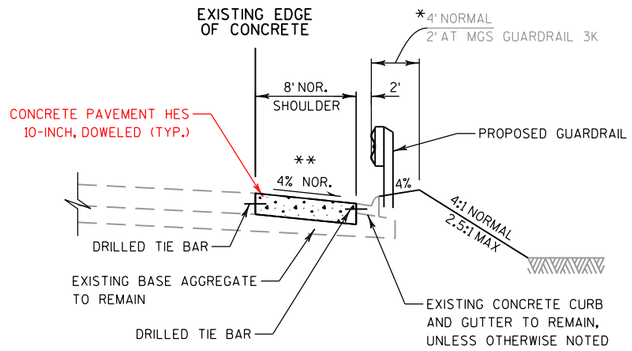
TYPICAL PROPOSED SECTION

OUTSIDE SHOULDER AND BEAMGUARD REPLACEMENT



TYPICAL PROPOSED SECTION

OUTSIDE SHOULDER REPLACEMENT



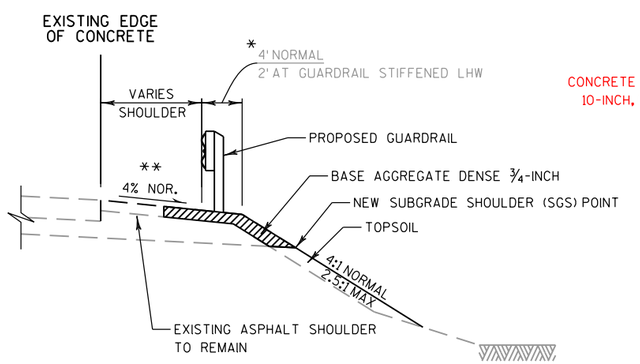
TYPICAL PROPOSED SECTION

OUTSIDE SHOULDER AND BEAMGUARD REPLACEMENT

* WIDTH EXTENDS TO 8' AT POST NO. 1 OF THE ENERGY ABSORBING TERMINAL (EAT).

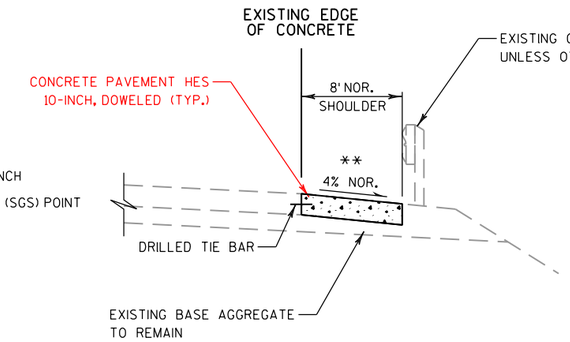
** SEE SUPERELEVATION TABLE FOR CROSS SLOPE TRANSITIONS IN SUPERELEVATED LOCATIONS. STATION AND CROSS SLOPES ARE APPROXOMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

Addendum No. 2
ID 1206-04-62
Revised Sheet 17
March 6, 2014



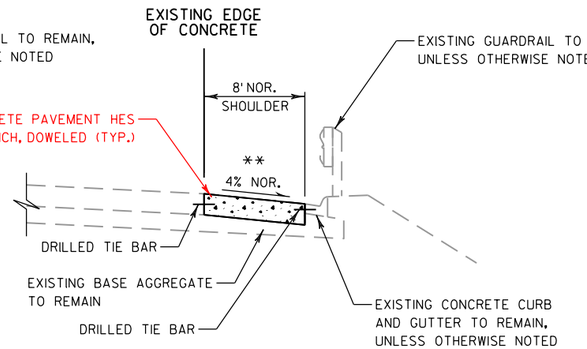
TYPICAL PROPOSED SECTION

BEAM GUARD REPLACEMENT WITH EXISTING ASPHALT AND AGGREGATE SHOULDER



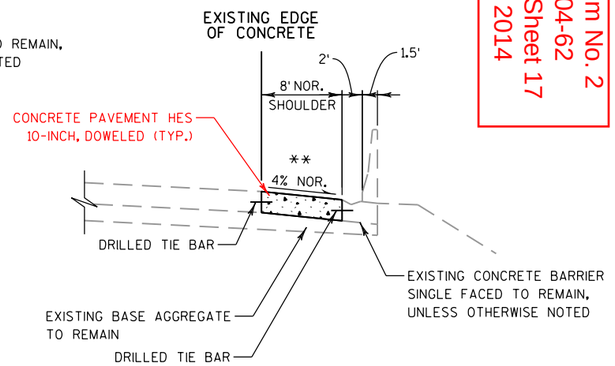
TYPICAL PROPOSED SECTION

OUTSIDE SHOULDER REPLACEMENT



TYPICAL PROPOSED SECTION

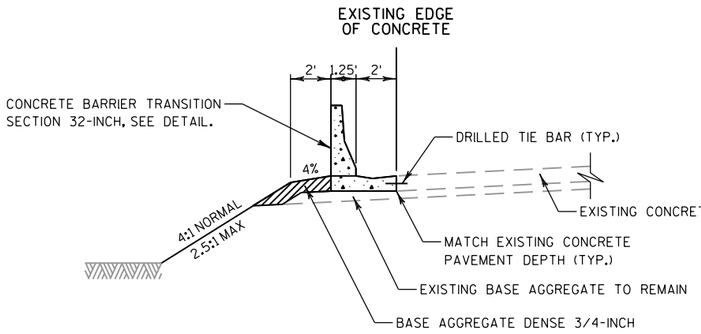
OUTSIDE SHOULDER REPLACEMENT WITH EXISTING CURB AND GUTTER



TYPICAL PROPOSED SECTION

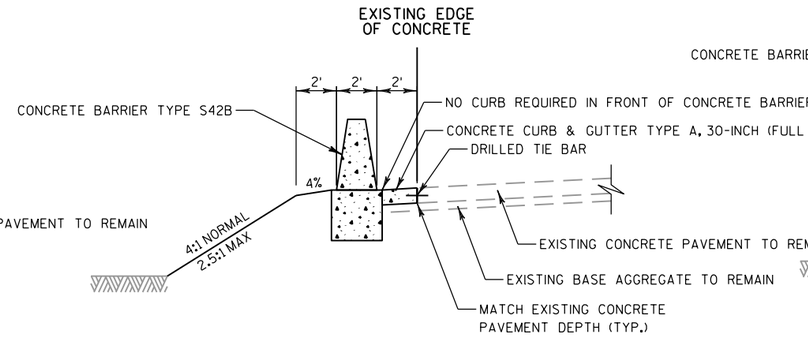
OUTSIDE SHOULDER REPLACEMENT WITH EXISTING CONCRETE BARRIER

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TYPICAL SECTIONS: PROPOSED	SHEET 17	E



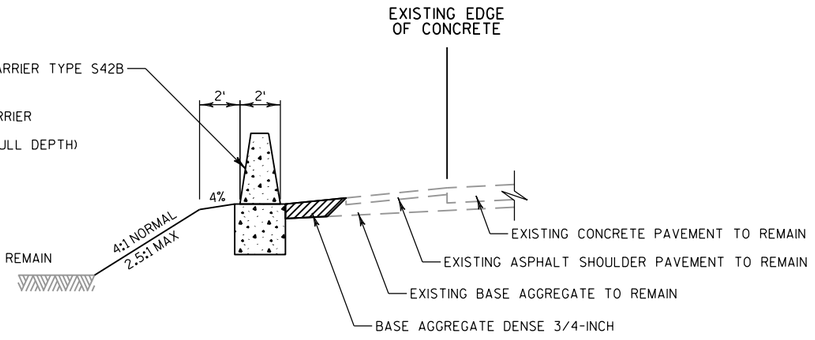
TYPICAL PROPOSED SECTION

LOCATIONS EB-03, EB-07, EB-20, WB-07, WB-15, AND WB-24



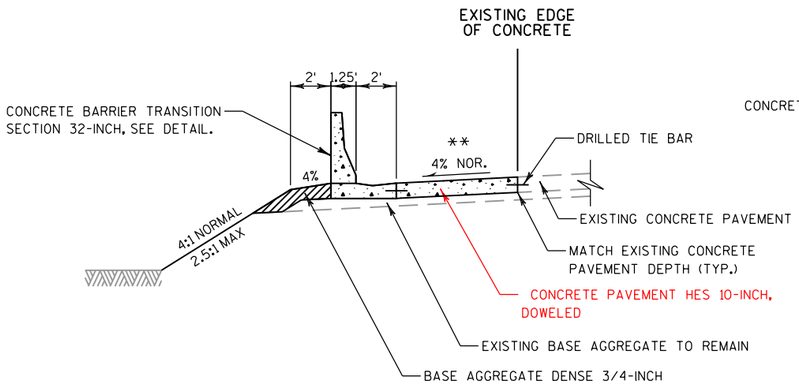
TYPICAL PROPOSED SECTION

LOCATIONS EB-11 AND EB-12



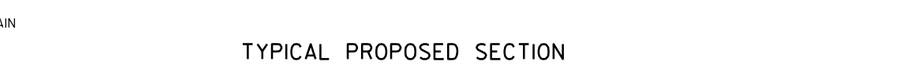
TYPICAL PROPOSED SECTION

LOCATIONS EB-23 AND WB-34



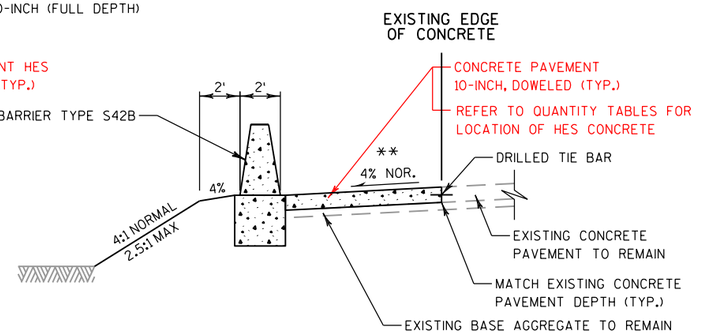
TYPICAL PROPOSED SECTION

LOCATIONS EB-01 AND WB-06



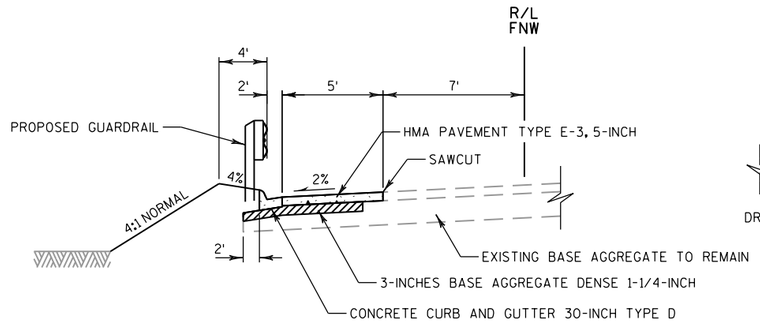
TYPICAL PROPOSED SECTION

LOCATION EB-08



TYPICAL PROPOSED SECTION

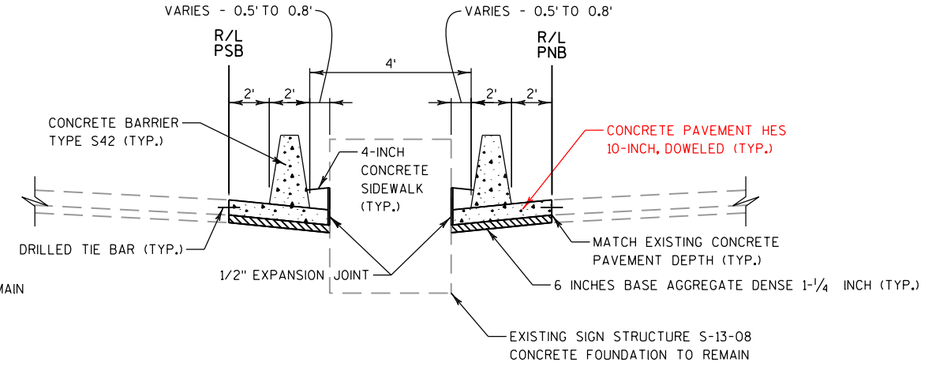
LOCATIONS EB-04, EB-05, EB-18, EB-21, EB-22, WB-08, WB-20, WB-21, AND WB-25



TYPICAL PROPOSED SECTION

LOCATION WB-01

SEE TODD DRIVE NW RAMP LAYOUT CONSTRUCTION DETAIL



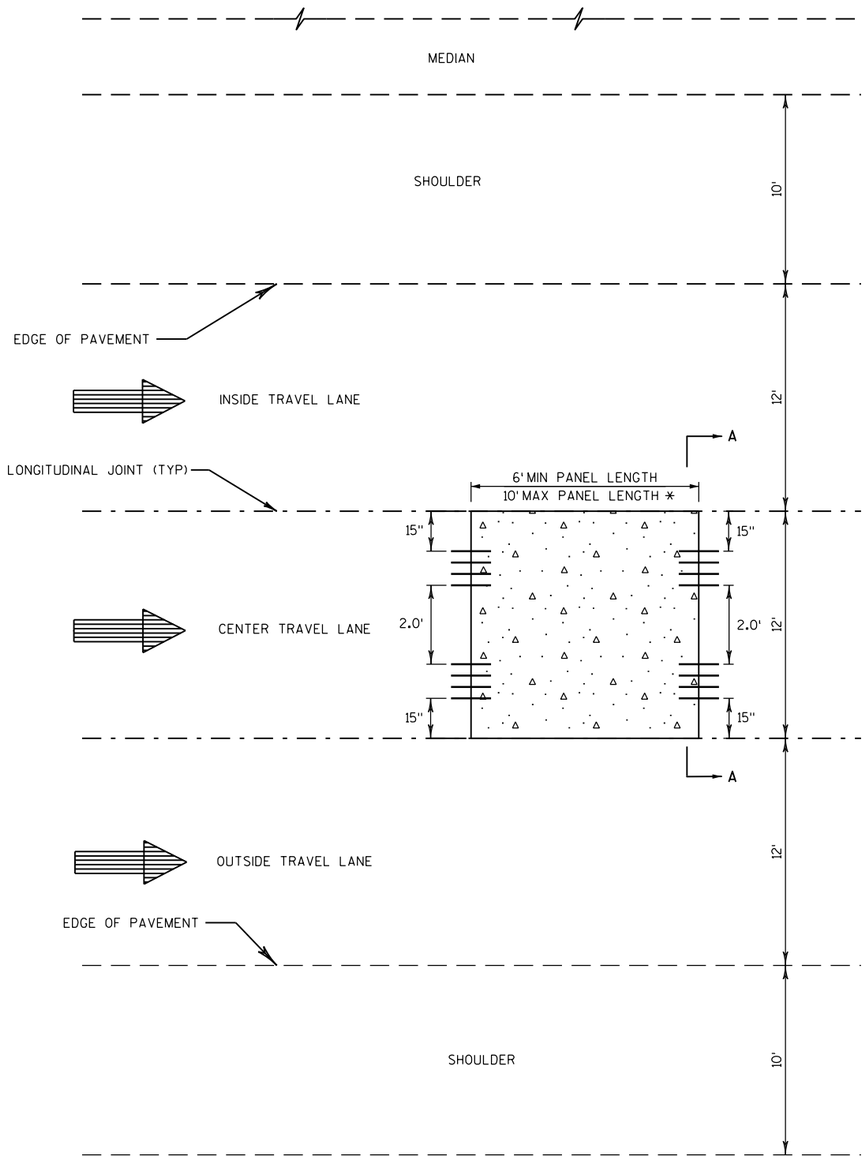
TYPICAL PROPOSED SECTION

PARK STREET MEDIAN, NORTH OF USH 12/18
(LOCATIONS WB-04 AND WB-05)
SEE PARK STREET MEDIAN LAYOUT CONSTRUCTION DETAIL

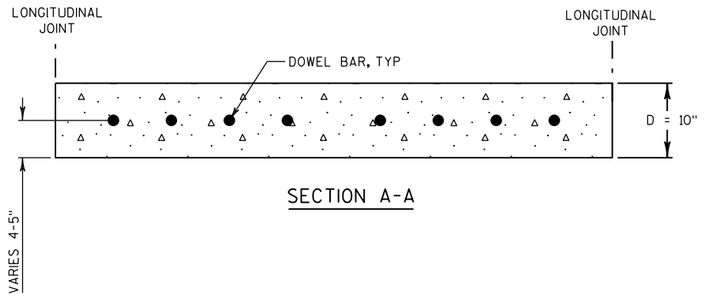
** SEE SUPERELEVATION TABLE FOR CROSS SLOPE TRANSITIONS IN SUPERELEVATED LOCATIONS. STATION AND CROSS SLOPES ARE APPROXOMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

Addendum No. 2
ID 1206-04-62
Revised Sheet 18
March 6, 2014

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TYPICAL SECTIONS: PROPOSED	SHEET 18	E



PLAN



SECTION A-A

LEGEND

PRECAST CONCRETE PAVEMENT REPAIR WITH CONCRETE JOINT SEALANT

GROUPS OF 4 EPOXY COATED DOWEL BARS INSTALLED 15-IN CENTER-ON-CENTER

PAVEMENT DEPTH	DOWEL BAR SIZE
10-INCHES	1½" X 14" MIN

DOWEL BAR SIZE TABLE

NOTES:

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DETAIL SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARDS SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND THESE PLANS.

VERIFY THE EXISTING PAVEMENT WIDTH WHEN SURVEYING PRECAST SLABS. PAVEMENT WIDTH ON THE BELTLINE VARIES FROM 12 TO 14-FEET

FABRICATE PRECAST PANELS TO 6-FT, 8-FT, AND 10-FT LENGTHS (VERIFY PERMITTING REQUIREMENTS FOR OSOW LOADS).

USE EPOXY COATED STEEL REINFORCEMENT FOR ANY ADDITIONAL STEEL REQUIRED BY THE MANUFACTURER FOR TRANSPORTATION AND INSTALLATION OF THE PRECAST CONCRETE PAVEMENT SLABS. PROVIDE A MINIMUM STEEL DESIGN AS SHOWN IN THE SPECIAL PROVISIONS. SHOP DRAWINGS SHALL SHOW DIMENSIONS, SIZES, AND LOCATIONS OF ADDITIONAL REINFORCEMENT.

LIFT HOLES AND/OR LIFT HARDWARE SHALL BE DESIGNED BY THE MANUFACTURER. DETAILS FOR LIFT HOLES AND HARDWARE SHALL BE SHOWN ON THE SHOP DRAWINGS. USE RAPID SET CONCRETE PATCH MATERIAL TO FILL LIFTING HOLES OR VOIDS CREATED BY LIFTING HARDWARE IN ACCORDANCE WITH THE REQUIREMENTS OF THE PATCH MATERIAL SET FORTH IN THE SPECIAL PROVISIONS.

THE SURFACE TEXTURE OF PRECAST ELEMENTS SHALL MATCH THE EXISTING ADJACENT PAVEMENT SURFACE TEXTURE.

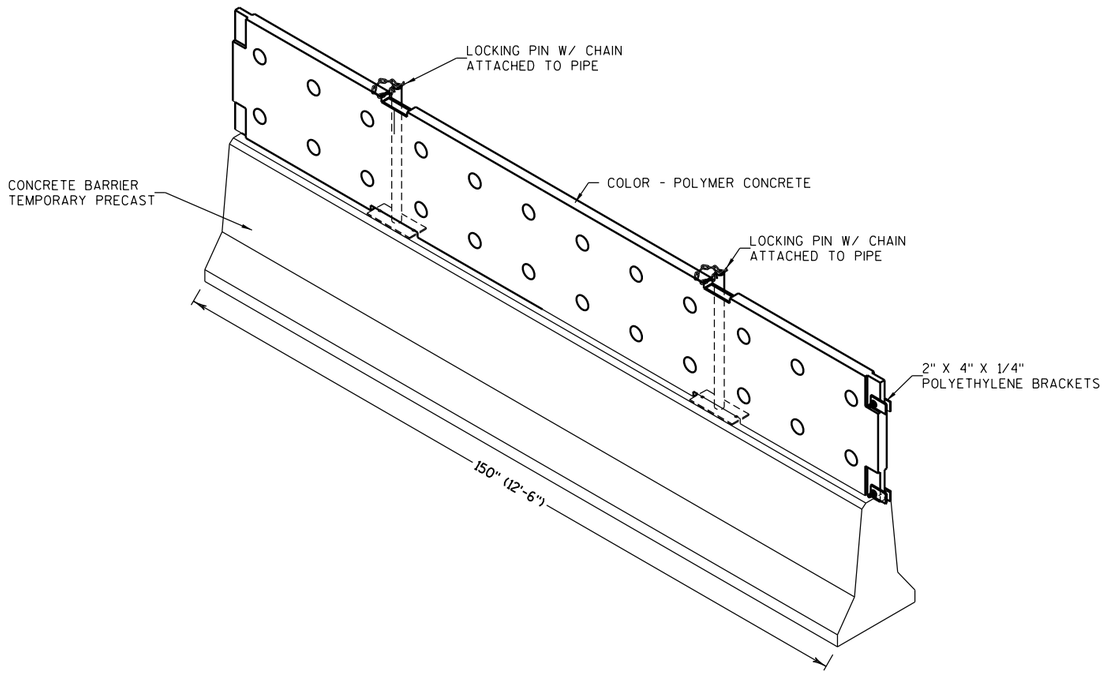
DOWEL BAR LOCATIONS WILL BE MEASURED FROM THE EXISTING LONGITUDINAL JOINT ADJACENT TO THE PRECAST CONCRETE PAVEMENT INSTALLATION.

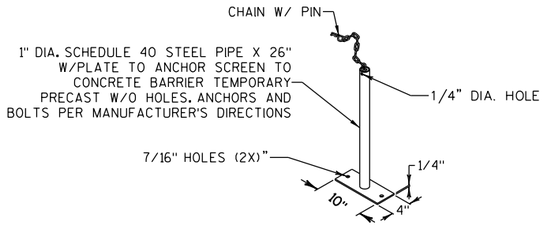
DO NOT TIE PRECAST CONCRETE PAVEMENT PANELS LONGITUDINALLY TO EXISTING OR PROPOSED PAVEMENTS.

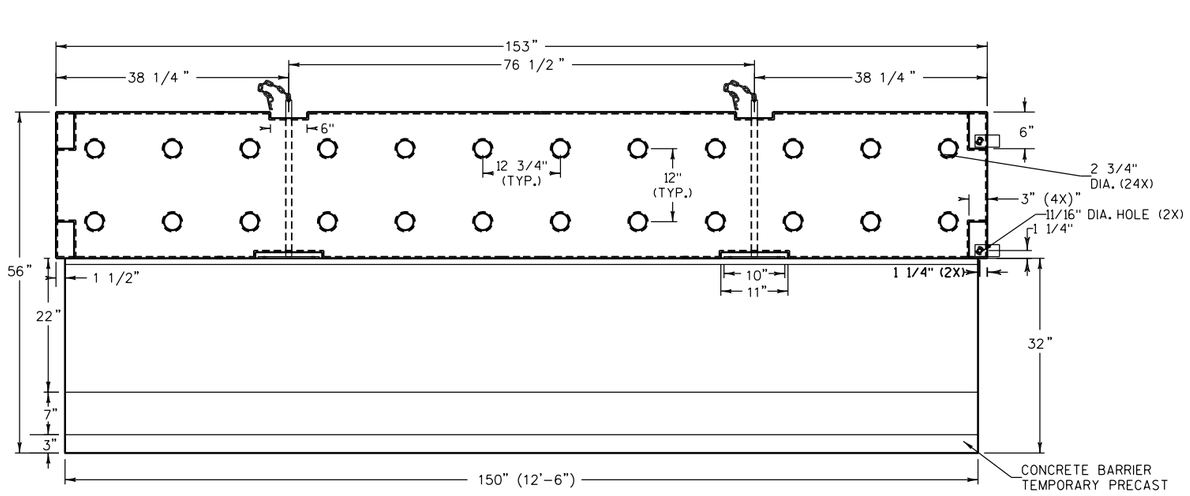
*VARIOUS LOCATIONS HAVE REPAIRS IN LENGTHS EXCEEDING 10-FEET. FOR THESE LOCATIONS INSTALL MULTIPLE PRECAST PANELS IN A SERIES TO COMPLETE THE REPAIR. THESE LOCATIONS ARE SPECIFIED UNDER BID ITEM "CONCRETE PAVEMENT REPLACEMENT PRECAST 10-INCH" FOR PAVEMENT REPAIR GREATER THAN 14-FEET AND "CONCRETE PAVEMENT REPAIR PRECAST 10-INCH" FOR 14-FEET AMD LESS

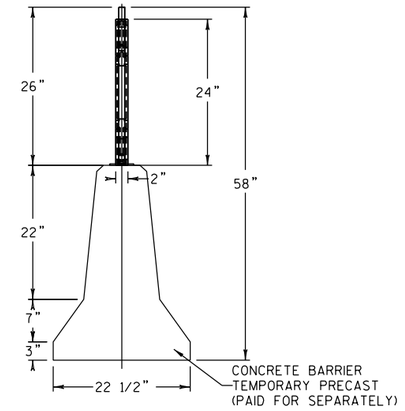
PRECAST CONCRETE PAVEMENT REPAIR/REPLACEMENT DETAILS

2









NOTE: DETAIL IS ARMORCAST PART NUMBER P6000963

TRAFFIC CONTROL GAWK SCREEN DETAIL

NOT TO SCALE

2

NOTES:

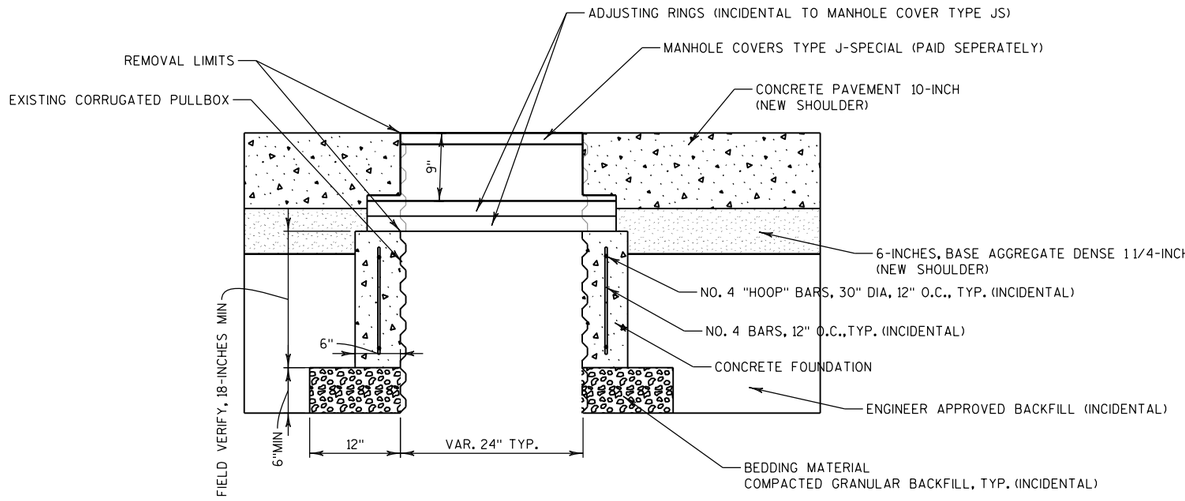
(1) ALL BAR STEEL SHALL BE IMBEDDED 2-INCHES CLEAR

(2) CONCRETE FOUNDATION SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6-INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE CONCRETE FOUNDATION.

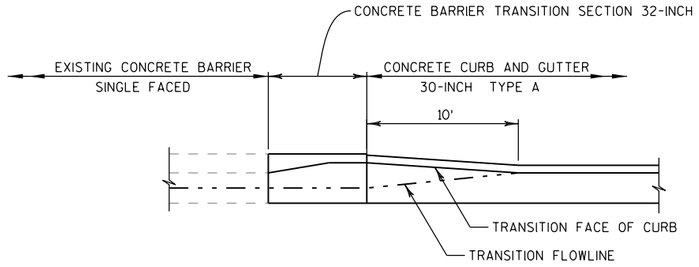
(3) TAKE ALL MEASURES NECESSARY TO NOT DAMAGE THE EXISTING ELECTRICAL COMPONENTS WITHIN THE PULLBOX. ANY DAMAGE SHALL BE REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.

(4) INSTALLATION OF CONCRETE FOUNDATION, AND MANHOLE COVER TYPE JS SHALL ADHERE TO SECTION 611 OF THE STANDARD SPECIFICATIONS

(5) MANHOLE COVERS TYPE JS PAID AS A SEPARATE ITEM



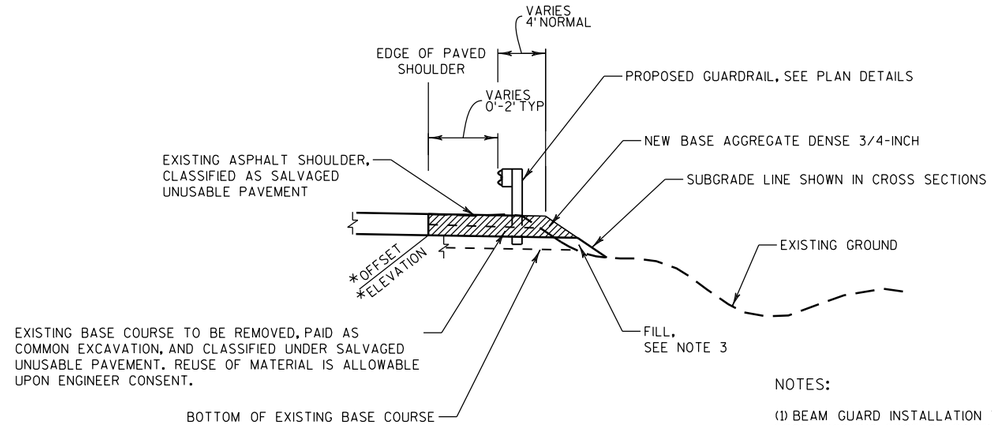
MANHOLES TYPE E SPECIAL



PLAN

CONCRETE BARRIER TRANSITION AT CURB AND GUTTER DETAIL

LOCATION WB-15



NOTES:

(1) BEAM GUARD INSTALLATION TO BE MEASURED FROM EXISTING EDGE OF PAVEMENT

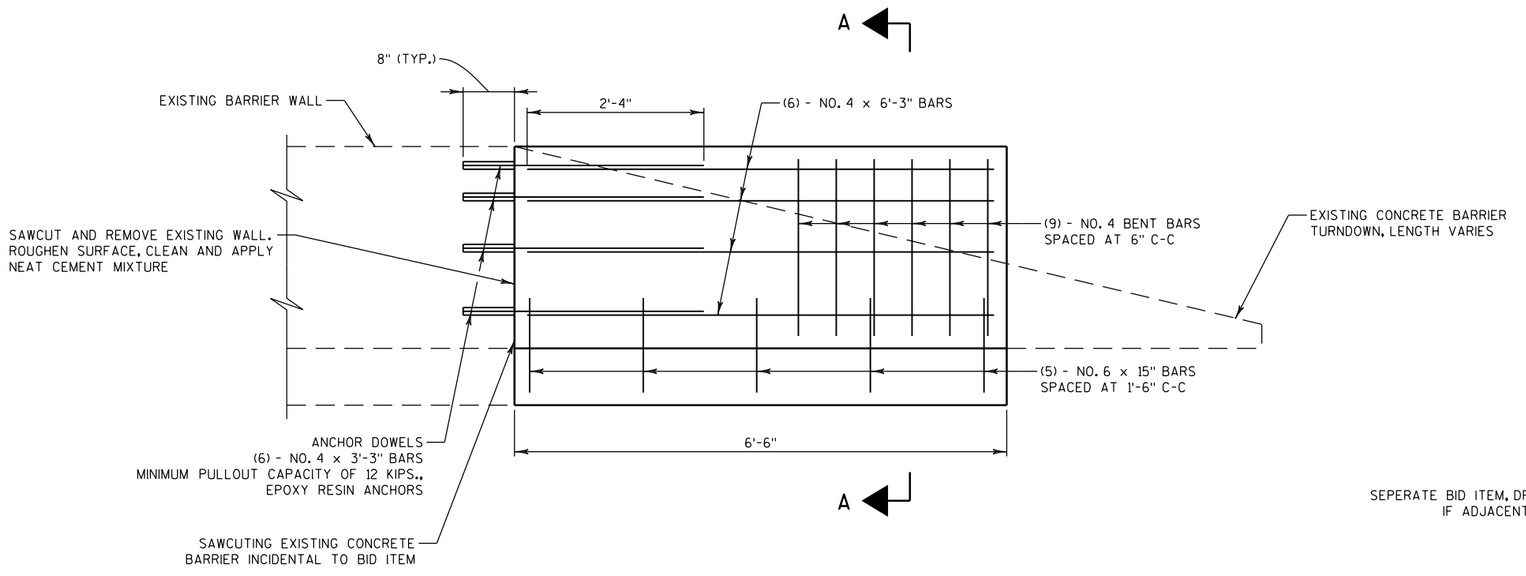
(2) ALL CUTS AND FILL ARE SHOWN IN THE COMPUTER EARTHWORK TABLES

(3) PREPARE EXISTING SURFACE FOR FILL/TOPSOIL PLACEMENT AS REQUIRED IN THE SPECIAL PROVISIONS

4) OFFSET AND ELEVATION PROVIDED FOR REFERENCE ONLY

5) FIELD VERIFY EXISTING LONGITUDINAL JOINT

SHOULDER WIDENING EARTHWORK & BASE AGGREGATE FOR BEAM GUARD DETAIL

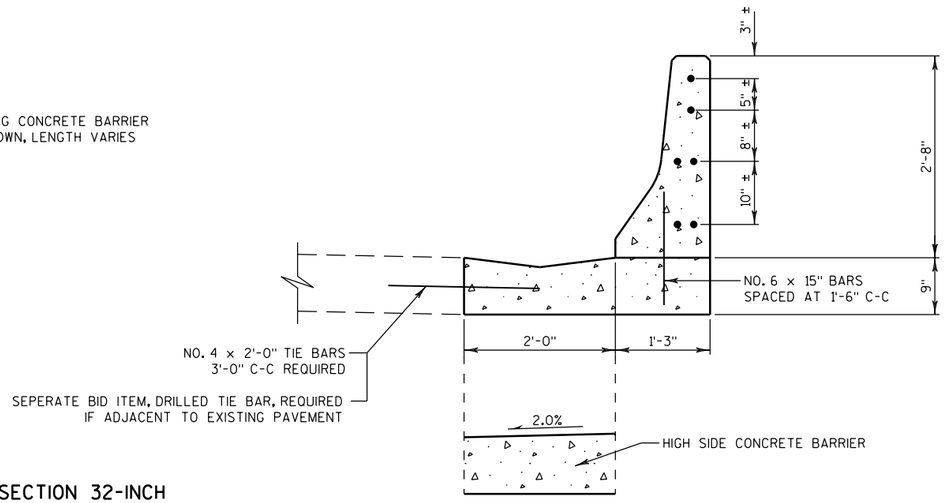


NOTE:

FOR OTHER DETAILS NOT SHOWN ON THIS DRAWING, SEE STANDARD DETAIL DRAWING "CONCRETE BARRIER, SINGLE FACED (WITH ANCHORAGE)".

CONCRETE BARRIER TRANSITION SECTION 32-INCH

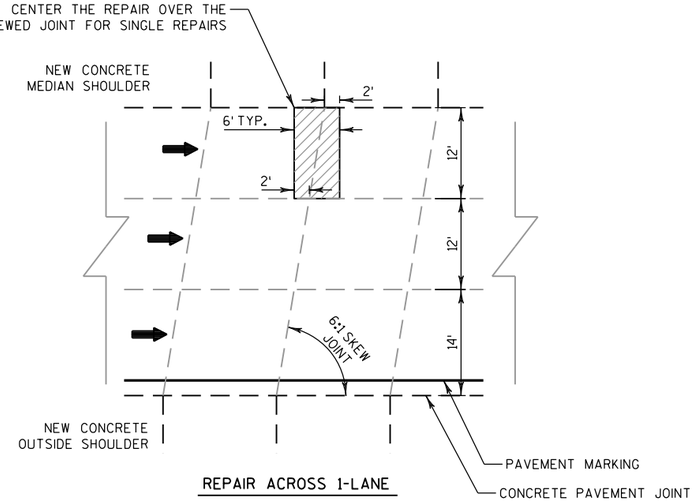
LOCATIONS EB-01, EB-03, EB-07, EB-20, WB-06, WB-07, WB-15, AND WB-24



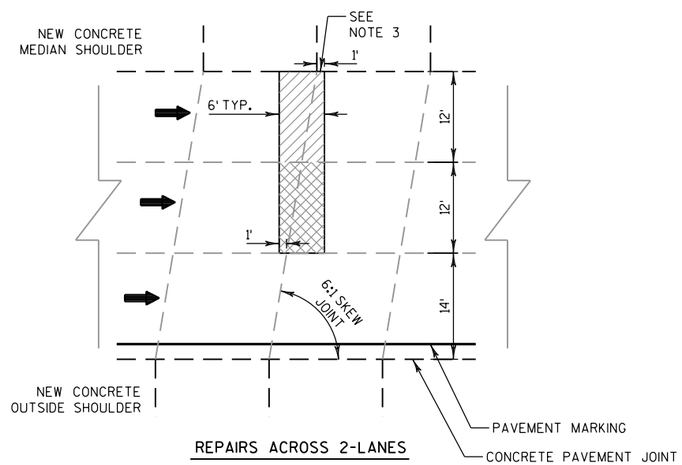
SECTION A-A

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 22	E

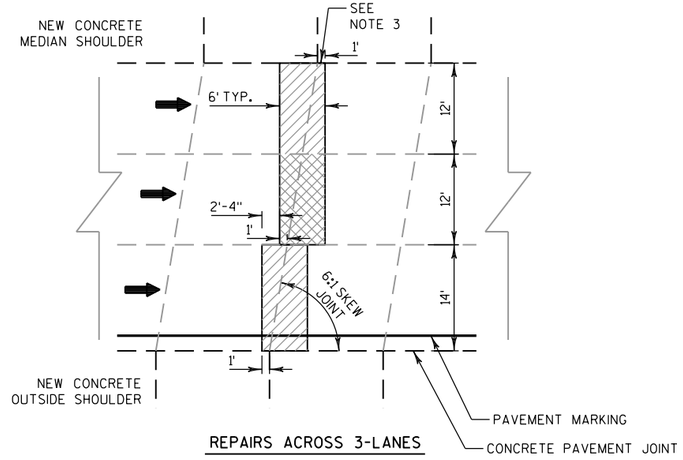
2



REPAIR ACROSS 1-LANE



REPAIRS ACROSS 2-LANES



REPAIRS ACROSS 3-LANES

NOTES:

(1) ASSUMES A ROADWAY CROSS SECTION WITH TWO TRAVEL LANES AT 12-FT AND ONE AT 14-FT

(2) COMPLETE CONCRETE PAVEMENT REPAIRS IN ACCORDANCE WITH SECTION 415 OF THE SPECS

(3) EDGE OF CONCRETE REPAIR CANNOT BE LESS THAN 1-FT FROM EXISTING TRANSVERSE JOINT

LEGEND

CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPAIR, PRECAST

CONCRETE PAVEMENT REPAIR - SPANNING MULTIPLE LANES

2

NOTES:

(1) NUMBER 6 DRILLED TIE BARS AND ALL SAWCUTS INCIDENTAL TO THE BID ITEM "CONCRETE PAVEMENT CORNER REPAIR FULL DEPTH"

(2) RE-ESTABLISH EXISTING JOINTS (AS SHOWN IN SECTION B-B & C-C) WITH HALF-DEPTH SAWCUT

(3) TAKE ALL MEASURES NECESSARY TO NOT EXTEND SAWCUTS BEYOND THE EXISTING PAVEMENT JOINTS

(4) TIE BAR CAN BE ROTATED UP TO 20-DEGREES OFF OF PERPENDICULAR RELATIVE TO THE SAWCUT ON THE X-Y PLANE. TIE BAR MUST BE DRILLED PARALLEL TO THE FINISH SURFACE AS SHOWN IN SECTION A-A.

(5) NO SPECIAL HIGH EARLY STRENGTH MIX DESIGNS ARE ALLOWED FOR CONSTRUCTING FULL DEPTH CORNER CRACK REPAIRS.

(6) HAND TAMP SUBGRADE AFTER REMOVING THE EXISTING PAVEMENT.

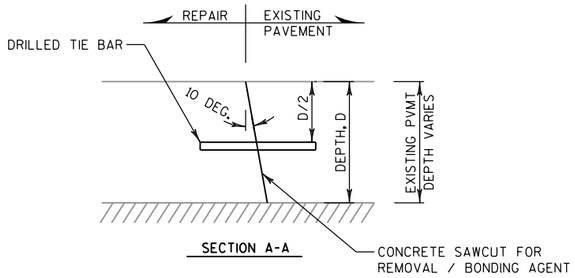
(7) THE DEPTH OF THE REPAIR MUST BE NO SHALLOWER THAN THE DEPTH OF THE EXISTING ADJACENT PAVEMENT.

(8) SAWCUTTING FOR REMOVAL AND RE-ESTABLISHING EXISTING JOINTS INCIDENTAL TO BID ITEM "FULL DEPTH CONCRETE CORNER CRACK REPAIR"

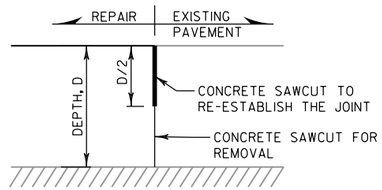
(9) TIE BARS USED MUST BE A MINIMUM OF 12-INCHES IN LENGTH

LEGEND:

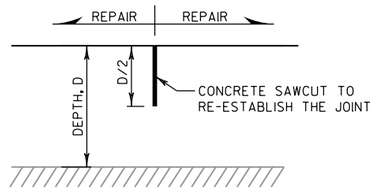
XXXX SAWING PAVEMENT



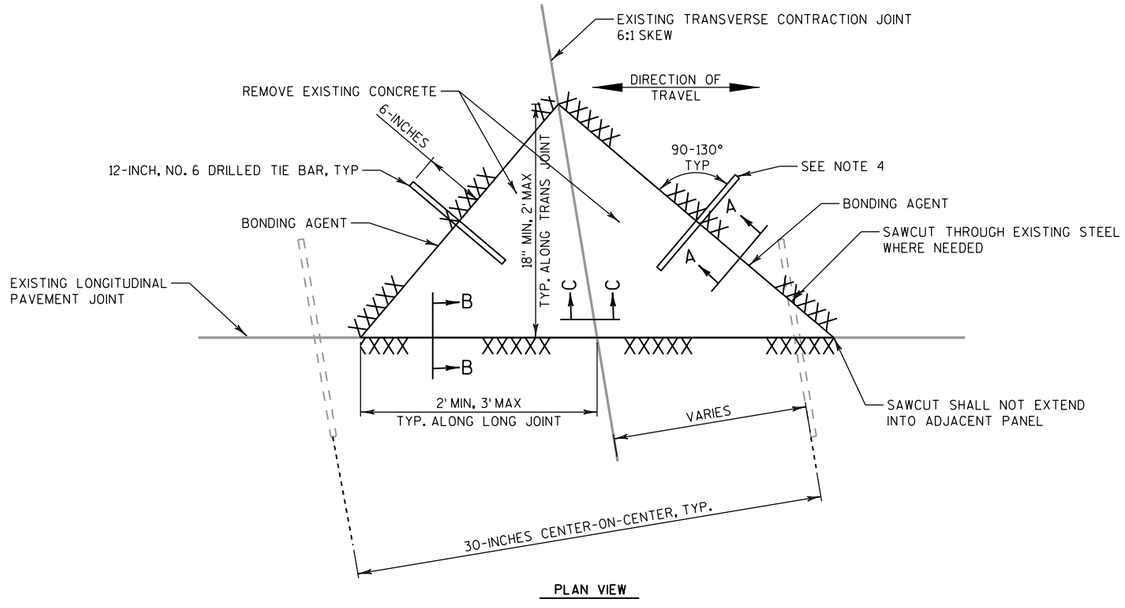
SECTION A-A



SECTION B-B



SECTION C-C



PLAN VIEW

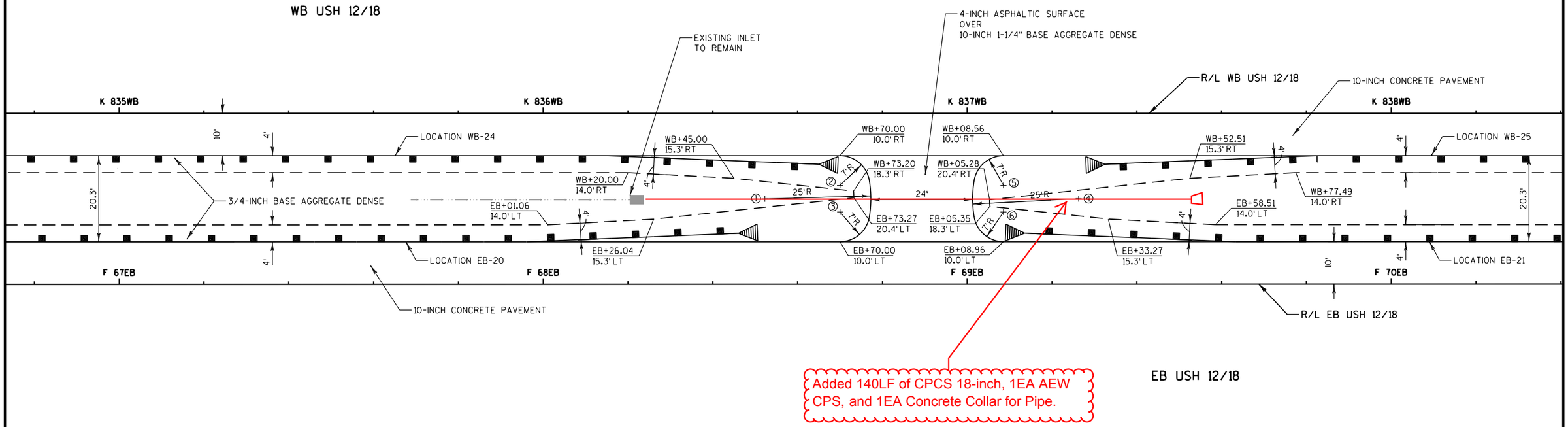
CONCRETE PAVEMENT CORNER REPAIR FULL DEPTH

Item not used.

2

N

WB USH 12/18



EB USH 12/18

NOTES:

*FOR ADDITIONAL DETAILS REFER TO SDD 11-A 1-5
*DO NOT DISTURB EXISTING MEDIAN INLET WEST OF CROSSOVER

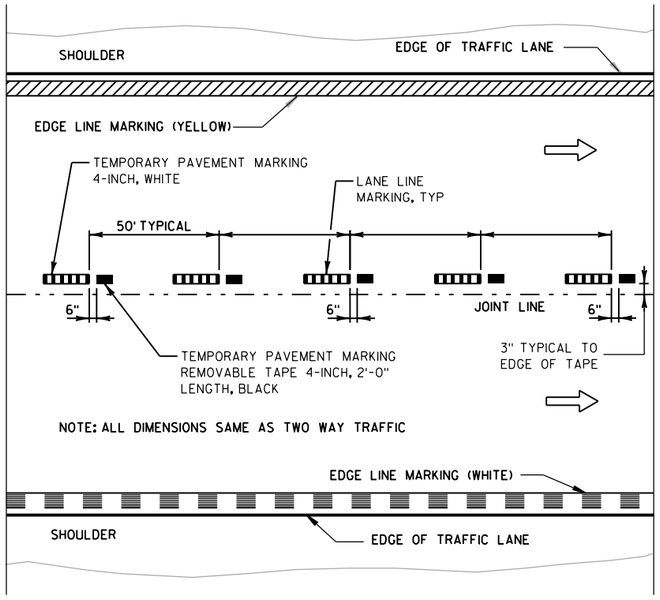
MAINTENANCE MEDIAN CROSSOVER

PLAN DETAILS
BETWEEN AGRICULTURE DRIVE AND IH 39/90

RADIUS TABLE

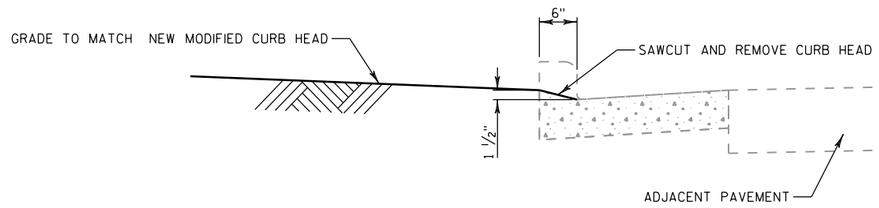
POINT	STATION	OFFSET	STATION	OFFSET	RADIUS
1	F 68EB+52.27	20.1' LT	K 836WB+52.28	20.2' RT	25.0'
2	F 68EB+70.00	23.3' LT	K 836WB+70.00	17.0' RT	7.0'
3	F 68EB+70.00	17.0' LT	K 836WB+70.01	23.3' RT	7.0'
4	F 69EB+26.27	20.1' LT	K 837WB+26.28	20.1' RT	25.0'
5	F 69EB+08.55	23.3' LT	K 837WB+08.56	17.0' RT	7.0'
6	F 69EB+08.55	17.0' LT	K 837WB+08.55	23.3' RT	7.0'

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 25	E



TEMPORARY PAVEMENT MARKING

FOR USE WHEN PLACING ON EXISTING OR NEW CONCRETE PAVEMENT

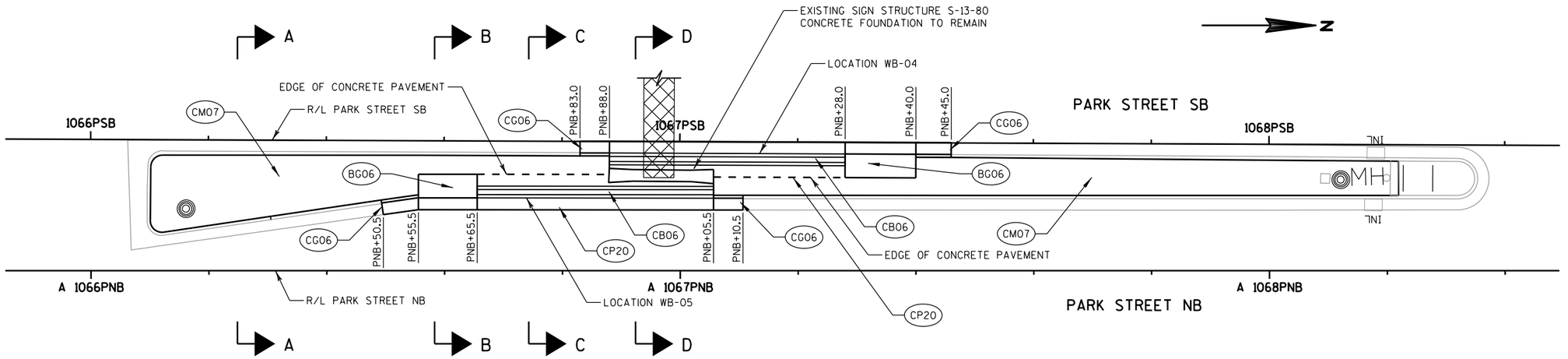


PROFILE CURB CUT

NOTES:

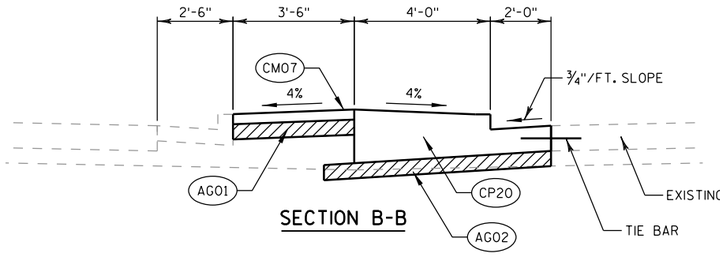
1. SEE PLAN DETAILS AND MISCELANEOUS QUANTITIES FOR LINEAR FOOTAGE OF SAWCUT REQURIED.

2. SAWCUT SHOULD EXTEND FROM POST NO. 8 TO 25-FEET IN ADVANCE OF THE ENERGY ABSORBING TERMINAL AS STATED IN WISDOT FDM CHAPTER 11-45 SECTION 2.4.1.6

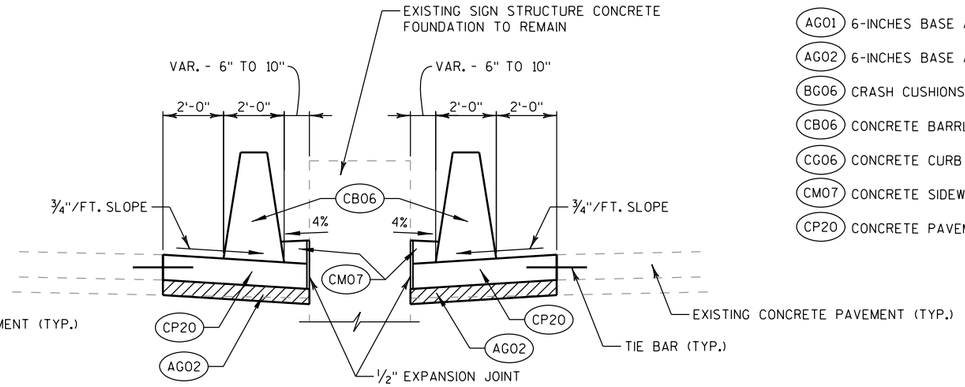


PLAN - PARK STREET MEDIAN LAYOUT

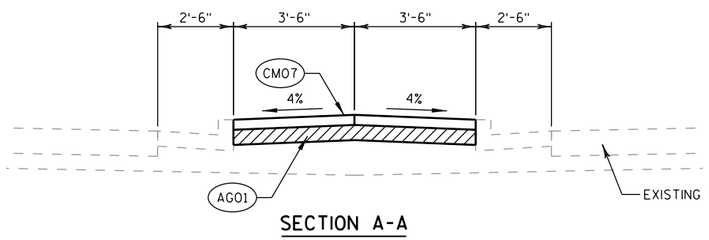
LOCATIONS WB-04 AND WB-05



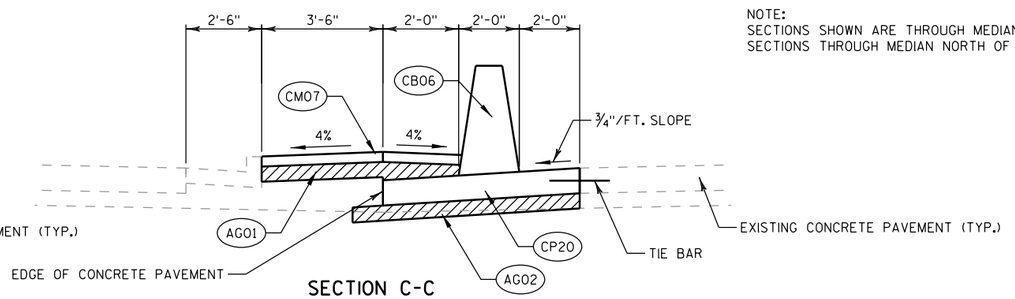
SECTION B-B



SECTION D-D



SECTION A-A

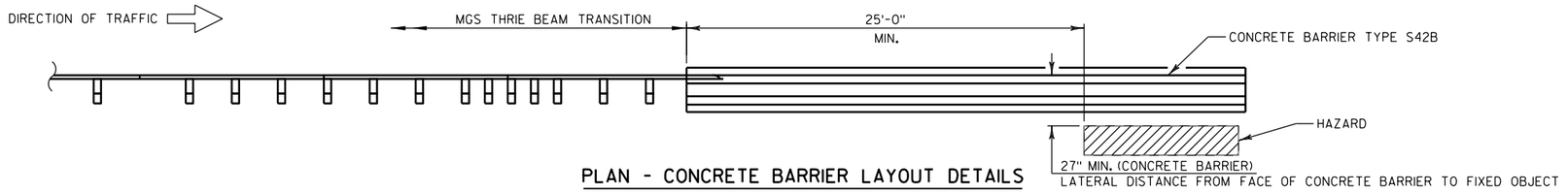


SECTION C-C

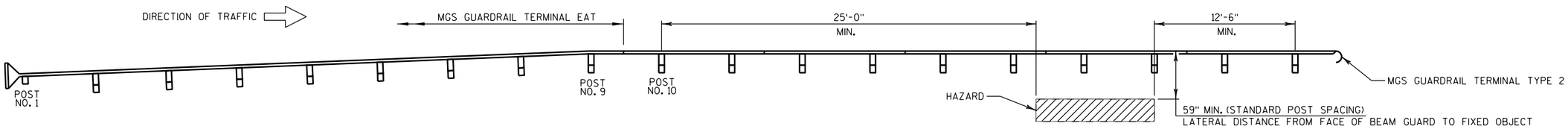
LEGEND

- AG01 6-INCHES BASE AGGREGATE DENSE ¾-INCH
- AG02 6-INCHES BASE AGGREGATE DENSE 1½-INCH
- BG06 CRASH CUSHIONS PERMANENT
- CB06 CONCRETE BARRIER TYPE S42
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CM07 CONCRETE SIDEWALK 4-INCH
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED

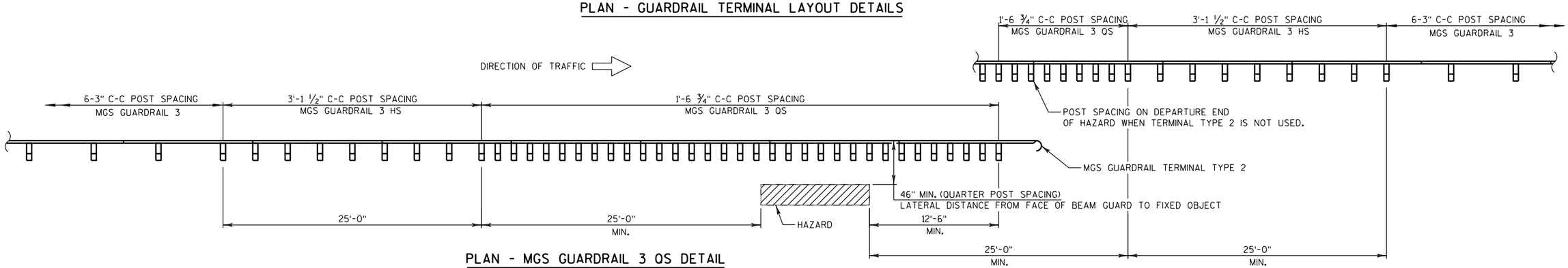
NOTE:
SECTIONS SHOWN ARE THROUGH MEDIAN, SOUTH OF SIGN STRUCTURE.
SECTIONS THROUGH MEDIAN NORTH OF SIGN STRUCTURE ARE SIMILAR.



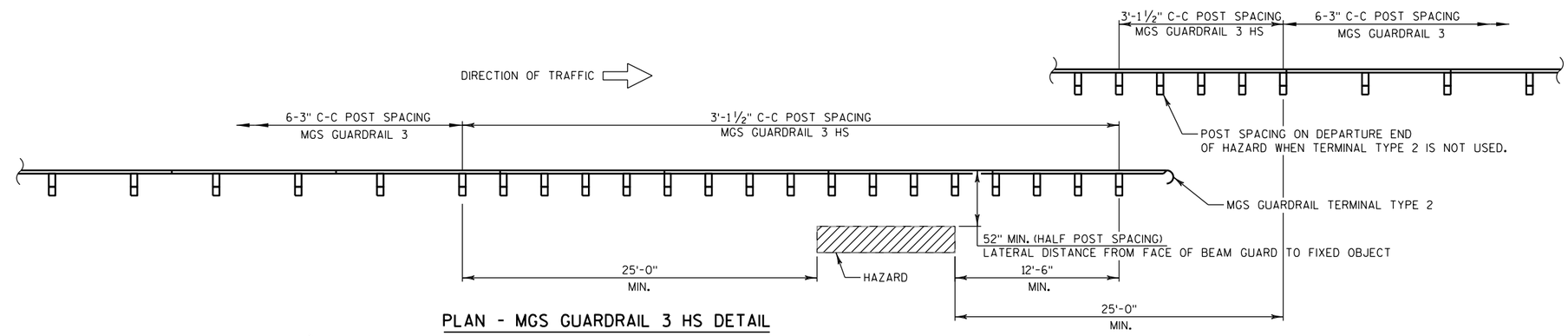
PLAN - CONCRETE BARRIER LAYOUT DETAILS



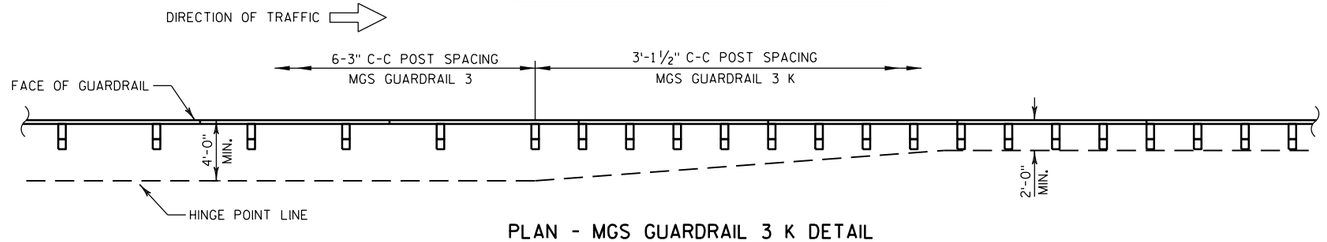
PLAN - GUARDRAIL TERMINAL LAYOUT DETAILS



PLAN - MGS GUARDRAIL 3 QS DETAIL



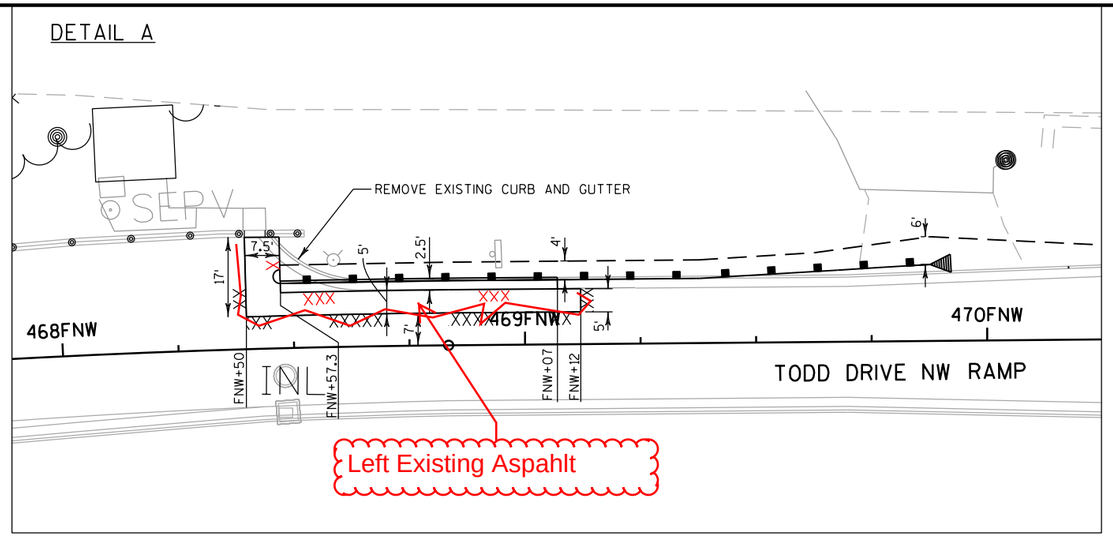
PLAN - MGS GUARDRAIL 3 HS DETAIL



PLAN - MGS GUARDRAIL 3 K DETAIL

NOTE:
FOR ADDITIONAL INFORMATION NOT SHOWN ABOVE, REFER TO STANDARD DETAIL DRAWINGS FOR MIDWEST GUARDRAIL SYSTEM

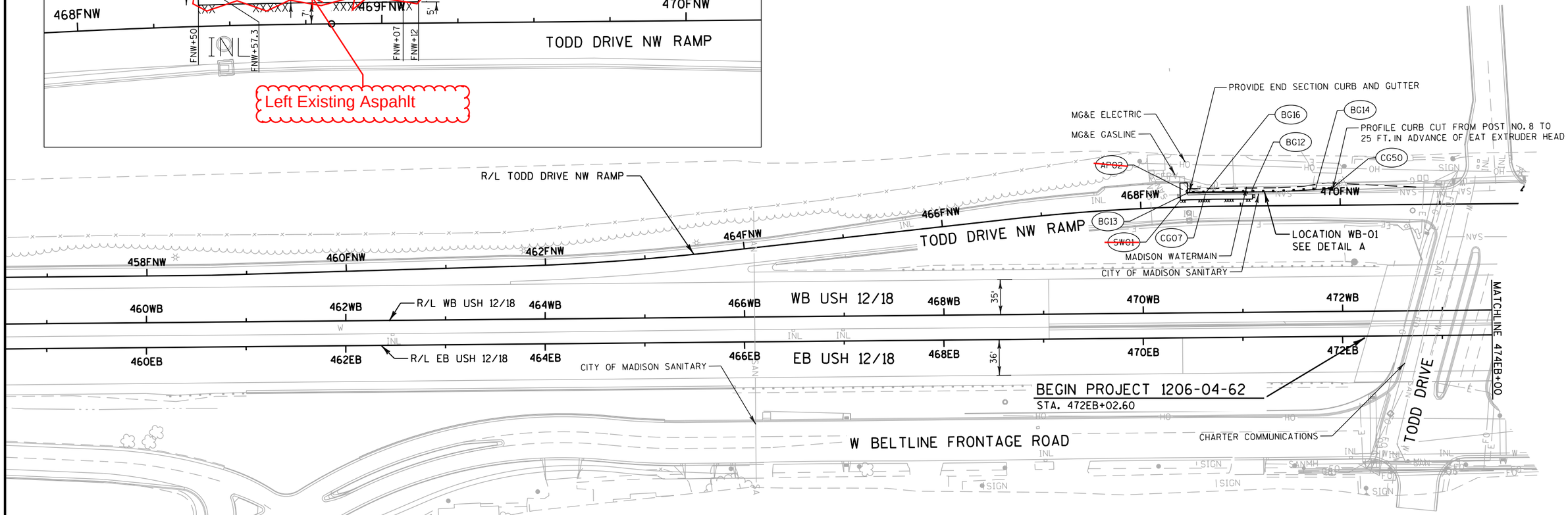
DETAIL A



LEGEND

- APO2 HMA PAVEMENT TYPE E-3, 5-INCH
- BG12 MGS GUARDRAIL 3
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- BG14 MGS TERMINAL EAT
- BG16 MGS GUARDRAIL 3 HS
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG50 PROFILE CURB CUT
- SW01 SAWING ASPHALT
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

N



NOTES

1) ALL LOCATIONS OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

2) STATION AND OFFSET LOCATIONS ARE APPROXIMATE AND ENGINEER SHALL FIELD VERIFY EXISTING HAZARD LOCATIONS AND OTHER APPLICABLE FIELD CONDITIONS BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

3) EXISTING BRIDGE WINGWALL BARRIER ENDS AND ROADWAY CONCRETE BARRIER FULL-HEIGHT LOCATIONS SHALL BE FIELD VERIFIED BY THE ENGINEER BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

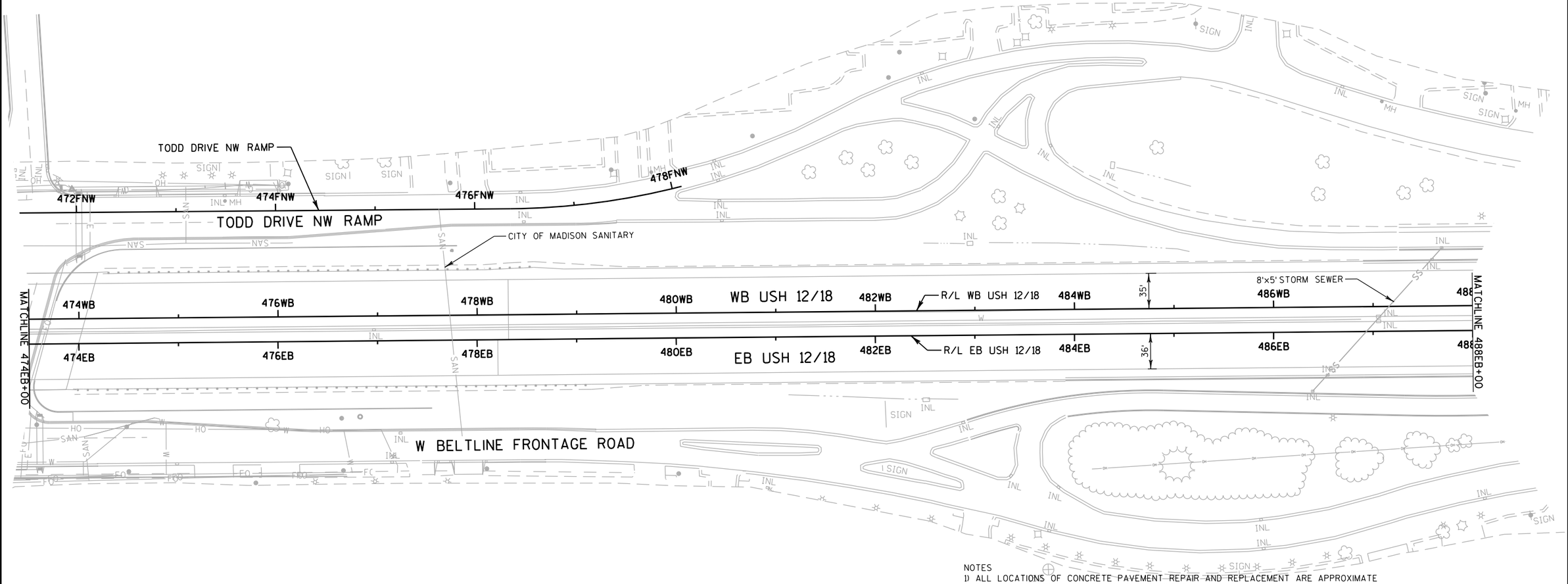
5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

WB01					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	468FNW+47		14.0' LT		--
MGS GUARDRAIL 3 HS	468FNW+47	14.0' LT	468FNW+85	14.0' LT	37.5
MGS GUARDRAIL 3	468FNW+85	14.0' LT	469FNW+35	14.0' LT	50
MGS GUARDRAIL TERMINAL EAT	469FNW+35	14.0' LT	469FNW+88	16.5' LT	53.1
CONCRETE CURB AND GUTTER 30-INCH TYPE D	468FNW+47	12.0' LT	469FNW+07	12.0' LT	60

2



LEGEND

(PV01) CONCRETE PAVEMENT APPROACH SLAB

CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

NOTES

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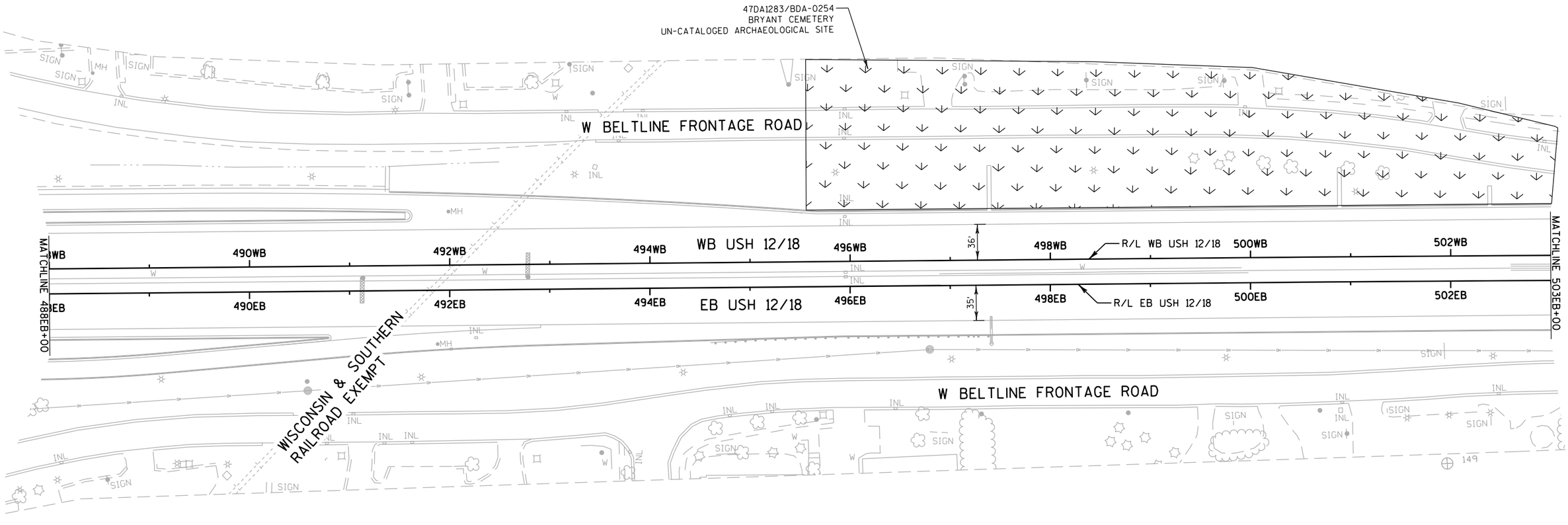
4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

2



LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS
- UN-CATALOGED ARCHAEOLOGICAL SITE

NOTES

1) ALL LOCATIONS OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

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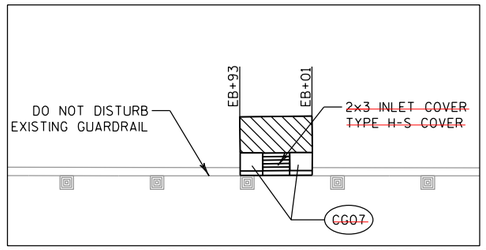
5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

2

DETAIL A



Inlet Not Replaced. Poured North And East Interior Concrete Walls And Filled Void On North Side.

47DA1283/BDA-0254
BRYANT CEMETERY
UN-CATALOGED ARCHAEOLOGICAL SITE

W BELTLINE FRONTAGE ROAD

MATCHLINE 503EB+00

504WB 506WB 508WB WB USH 12/18 510WB R/L WB USH 12/18 512WB 514WB 516WB

36'

504EB 506EB 508EB EB USH 12/18 510EB R/L EB USH 12/18 512EB 514EB 516EB

34'

MATCHLINE 517EB+00

SEE DETAIL A

CITY OF MADISON SANITARY SEWER

W BELTLINE FRONTAGE ROAD

CHARTER COMMUNICATIONS

FISH HATCHERY ROAD SW RAMP

FISH HATCHERY ROAD

NOTES
1) ALL LOCATIONS OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

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7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

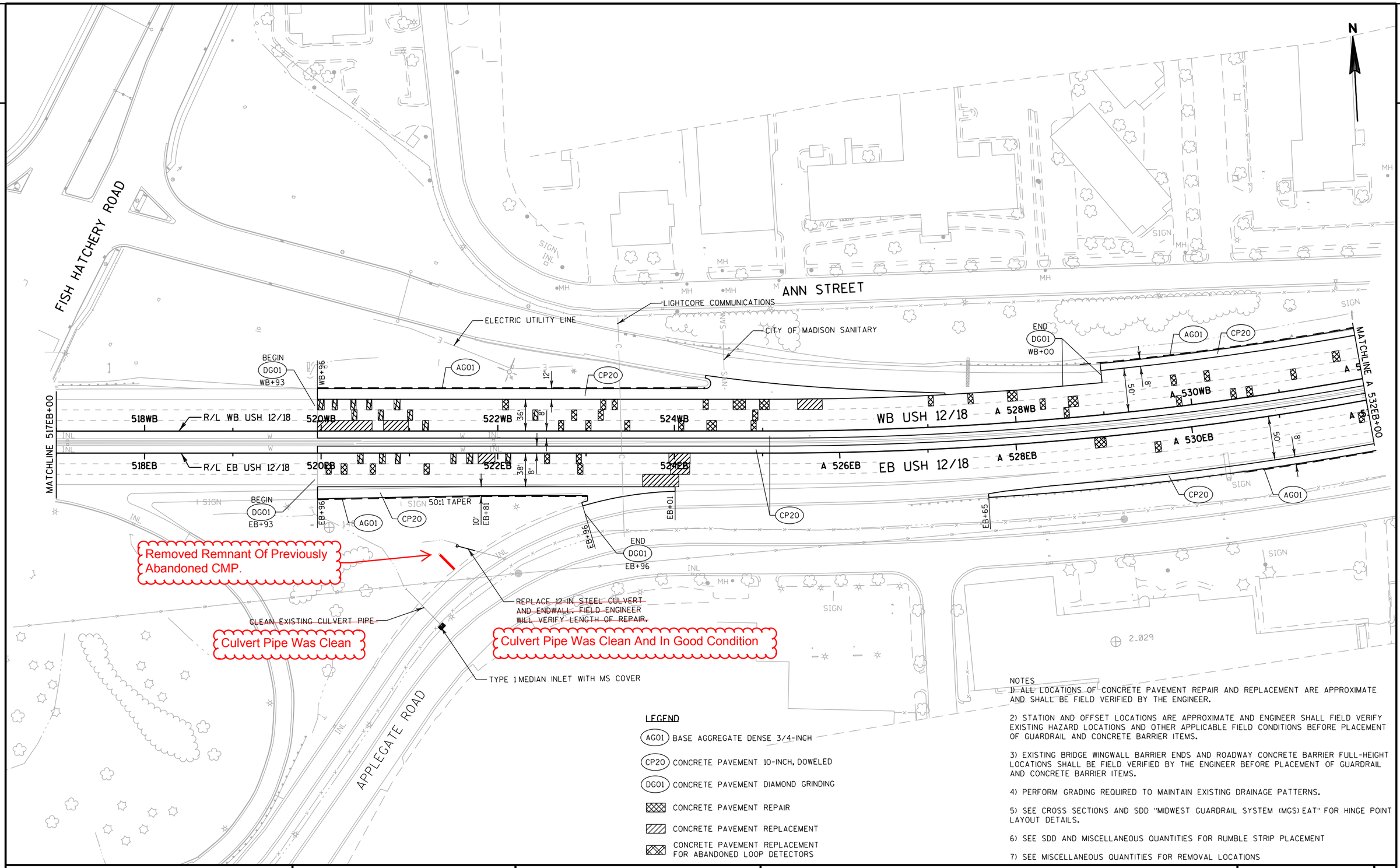
LEGEND

- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS
- CONCRETE PAVEMENT HES 10-INCH
- UN-CATALOGED ARCHAEOLOGICAL SITE
- CGO7 CONCRETE CURB AND GUTTER 30-INCH TYPE D

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\021207_pd.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 100:1
WISDOT/CADDS SHEET 42

2



LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

NOTES

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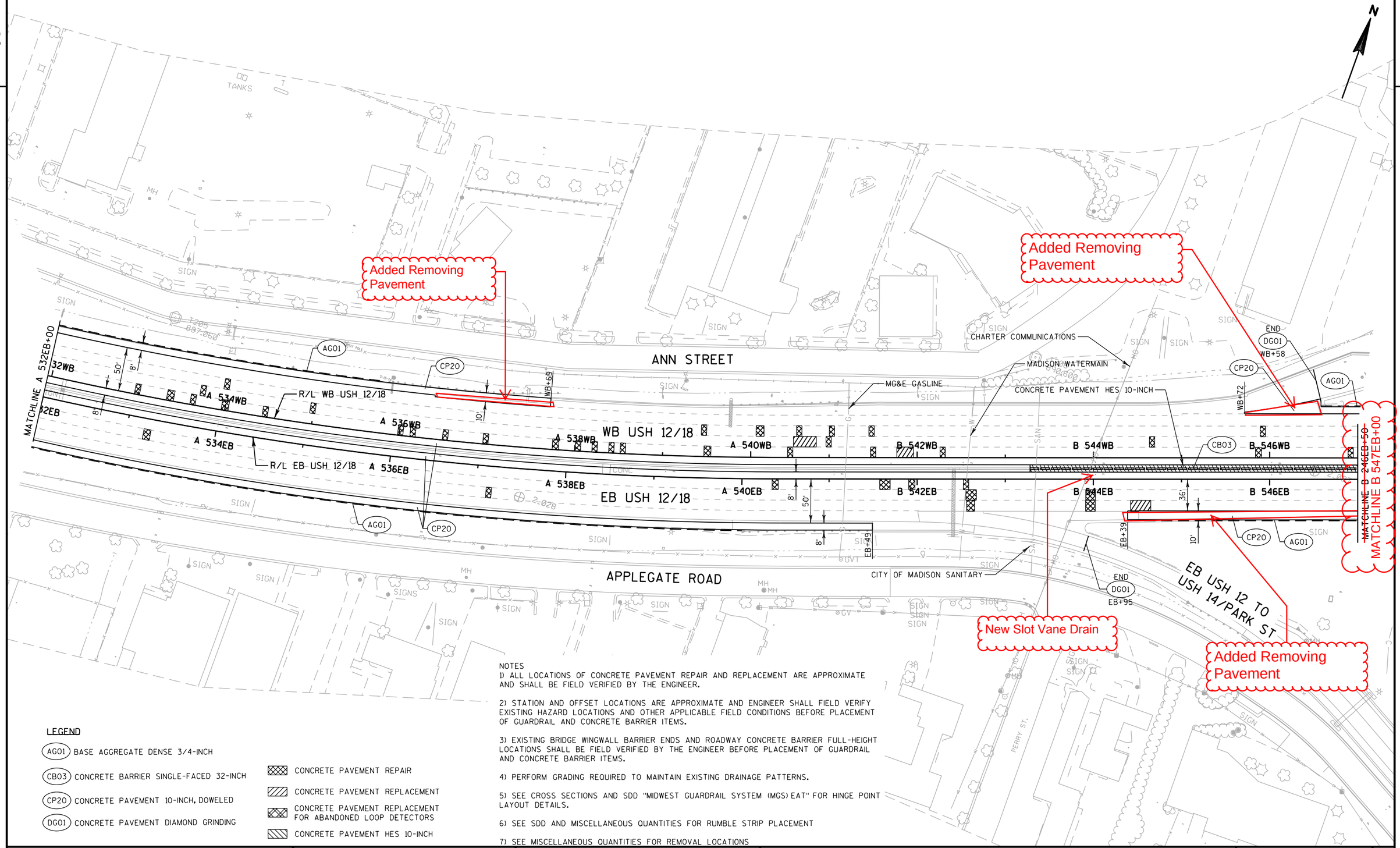
5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 33	E

2



LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- CBO3 CONCRETE BARRIER SINGLE-FACED 32-INCH
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS
- CONCRETE PAVEMENT HES 10-INCH

NOTES

1) ALL LOCATIONS OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

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6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 34	E

WB02					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	B 548WB+12		58.0' LT		--
MGS GUARDRAIL 3 K	B 548WB+12	58.0' LT	B 550WB+37	58.0' LT	225
MGS THRIE BEAM TRANSITION	B 550WB+37	58.0' LT	B 550WB+45	58.0' LT	8.1

WB06					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
CONCRETE BARRIER TRANSITION SECTION 32-INCH	556PNE+34	3.2' RT	556PNE+40	3.6' RT	6.5
MGS THRIE BEAM TRANSITION	556PNE+37	6.0' RT	556PNE+77	6.0' RT	39.4
MGS GUARDRAIL TERMINAL EAT	556PNE+77	6.0' RT	557PNE+30	8.0' RT	53.1

NOTES
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4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

Added Removing Pavement and CP20

Added Removing Pavement and CP20

Inlet Work Not Done. Mortared Rings.

Added Removing Pavement

MATCHLINE A 1065PNB+00

MATCHLINE B 547EB+00

MATCHLINE B 562EB+00

R/L PARK STREET SB

R/L PARK STREET NE RAMP

R/L PARK STREET NB

R/L PARK STREET SW RAMP

R/L WB USH 12/18

R/L EB USH 12/18

LOCATION WB-02

LOCATION WB-06

LOCATION EB-02

LOCATION EB-01

WISDOT COMMUNICATIONS

CONCRETE PAVEMENT HES 10-INCH

B-13-191 TO BE REHABILITATED, SEE STRUCTURE PLANS FOR SCOPE OF WORK

B-13-16 TO BE REHABILITATED, SEE STRUCTURE PLANS FOR SCOPE OF WORK

MG&E GASLINE

EXISTING INLET TO REMAIN

UNDERGROUND FIBER OPTICS

2x3 INLET WITH TYPE H-S COVER REPLACE 8-FT OF 12-IN PIPE

PROFILE CURB CUT FROM POST NO. 8 TO 25 FT. IN ADVANCE OF EAT EXTRUDER HEAD

WISDOT LIGHTING

MATCH EXISTING GORE LOCATION

EB01					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	542PSW+54	8.5' LT	543PSW+05	6.5' LT	53.1
MGS THRIE BEAM TRANSITION	543PSW+05	6.5' LT	543PSW+43	6.5' LT	39.4
CONCRETE BARRIER TRANSITION SECTION 32-INCH	543PSW+41	4.3' LT	543PSW+47	3.8' LT	6.5

LEGEND

- AGO1 BASE AGGREGATE DENSE 3/4-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- BG14 MGS TERMINAL EAT
- BG17 MGS GUARDRAIL 3 K
- CBO3 CONCRETE BARRIER SINGLE-FACED 32-INCH
- CBO4 CONCRETE BARRIER TRANSITION TO THRIE BEAM 32-INCH
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG50 PROFILE CURB CUT
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- PV01 CONCRETE PAVEMENT APPROACH SLAB (WITH INTEGRAL CURB)
- PV11 CONCRETE SURFACE DRAIN
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS
- CONCRETE PAVEMENT HES 10-INCH

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 35	E

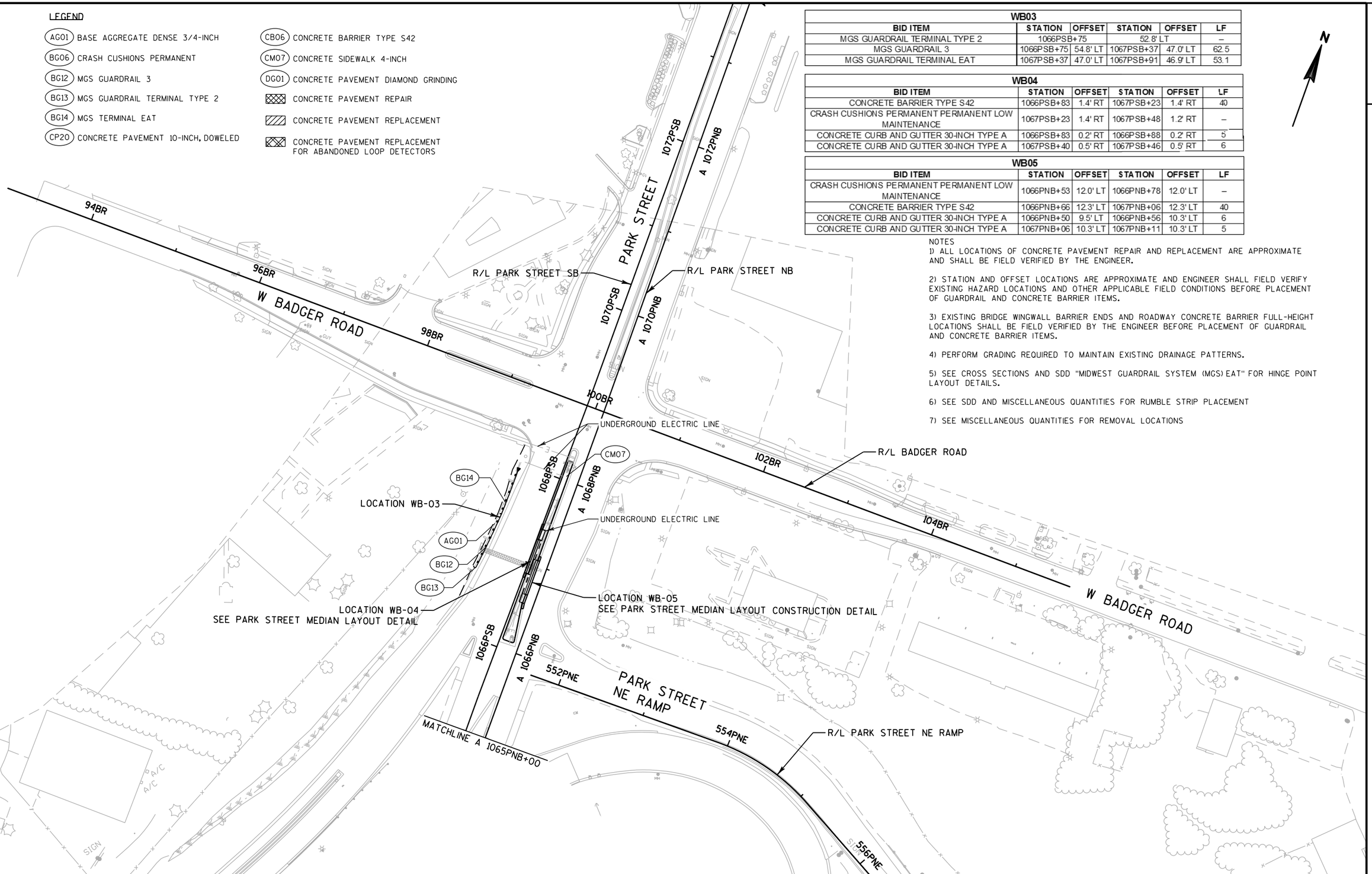
FILE NAME : \\madw00\ingrproj\60002\t1\cds\021210_pd.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG06 CRASH CUSHIONS PERMANENT
- BG12 MGS GUARDRAIL 3
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- BG14 MGS TERMINAL EAT
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- CB06 CONCRETE BARRIER TYPE S42
- CM07 CONCRETE SIDEWALK 4-INCH
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS



WB03					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	1066PSB+75		52.8' LT		–
MGS GUARDRAIL 3	1066PSB+75	54.8' LT	1067PSB+37	47.0' LT	62.5
MGS GUARDRAIL TERMINAL EAT	1067PSB+37	47.0' LT	1067PSB+91	46.9' LT	53.1

WB04					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
CONCRETE BARRIER TYPE S42	1066PSB+83	1.4' RT	1067PSB+23	1.4' RT	40
CRASH CUSHIONS PERMANENT PERMANENT LOW MAINTENANCE	1067PSB+23	1.4' RT	1067PSB+48	1.2' RT	–
CONCRETE CURB AND GUTTER 30-INCH TYPE A	1066PSB+83	0.2' RT	1066PSB+88	0.2' RT	5
CONCRETE CURB AND GUTTER 30-INCH TYPE A	1067PSB+40	0.5' RT	1067PSB+46	0.5' RT	6

WB05					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
CRASH CUSHIONS PERMANENT PERMANENT LOW MAINTENANCE	1066PNB+53	12.0' LT	1066PNB+78	12.0' LT	–
CONCRETE BARRIER TYPE S42	1066PNB+66	12.3' LT	1067PNB+06	12.3' LT	40
CONCRETE CURB AND GUTTER 30-INCH TYPE A	1066PNB+50	9.5' LT	1066PNB+56	10.3' LT	6
CONCRETE CURB AND GUTTER 30-INCH TYPE A	1067PNB+06	10.3' LT	1067PNB+11	10.3' LT	5

NOTES

1) ALL LOCATIONS OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

2) STATION AND OFFSET LOCATIONS ARE APPROXIMATE AND ENGINEER SHALL FIELD VERIFY EXISTING HAZARD LOCATIONS AND OTHER APPLICABLE FIELD CONDITIONS BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

3) EXISTING BRIDGE WINGWALL BARRIER ENDS AND ROADWAY CONCRETE BARRIER FULL-HEIGHT LOCATIONS SHALL BE FIELD VERIFIED BY THE ENGINEER BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

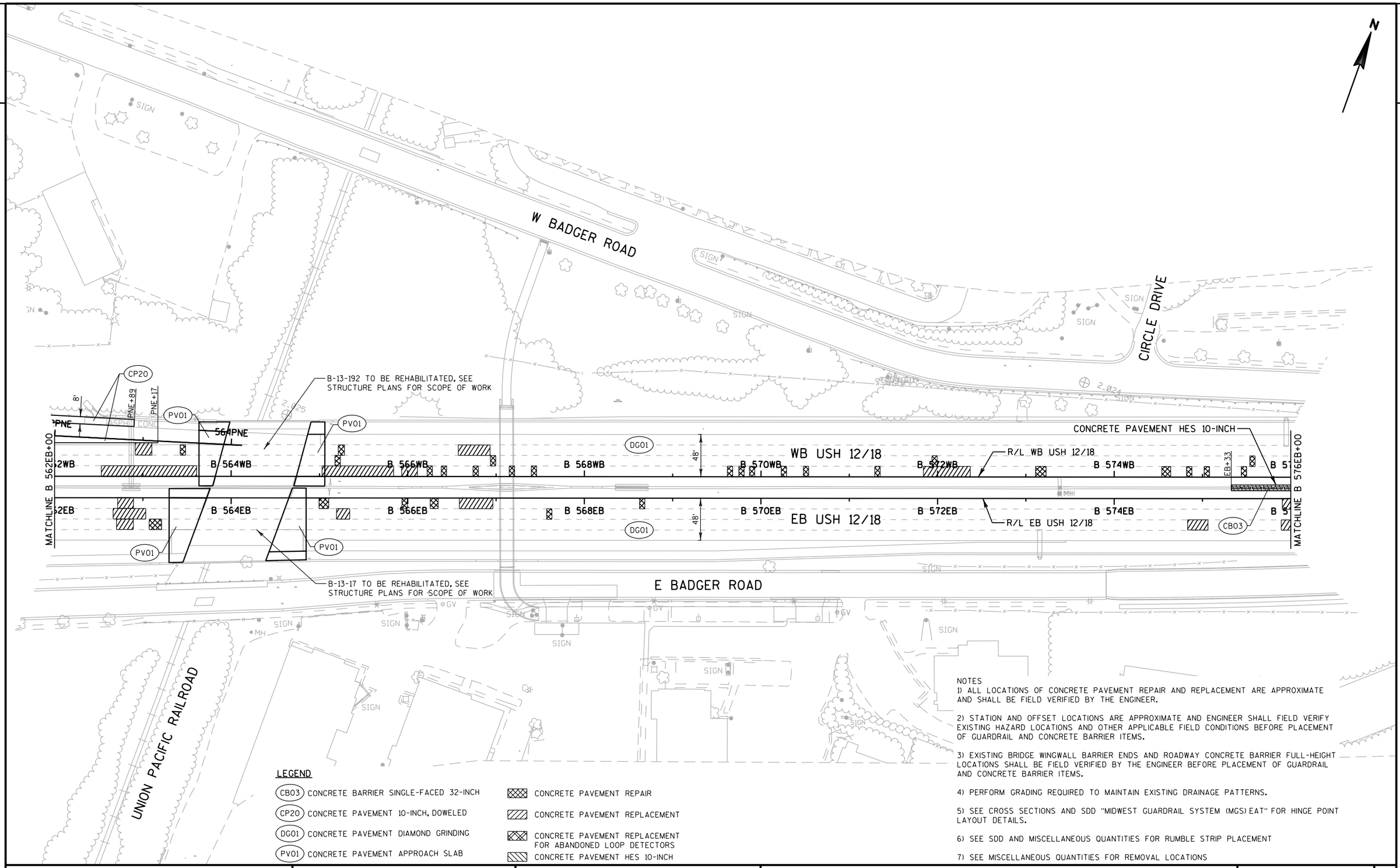
7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

N

2

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 36	E

2



LEGEND

- CB03 CONCRETE BARRIER SINGLE-FACED 32-INCH
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS
- CONCRETE PAVEMENT HES 10-INCH

NOTES

1) ALL LOCATIONS OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

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5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 37	E

NOTES
1) ALL LOCATIONS OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

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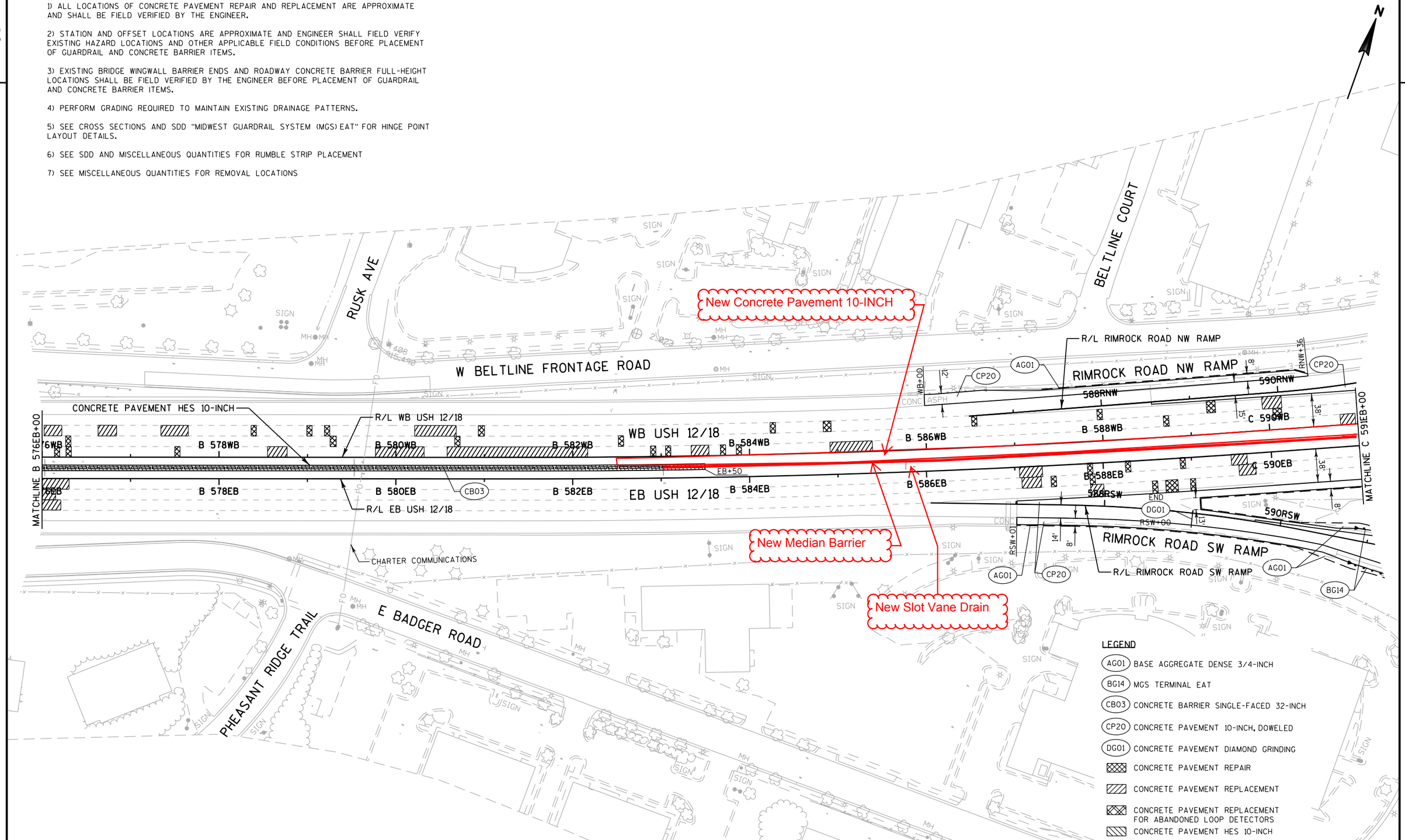
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6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS



PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 38	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\021213_pd.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

NOTES
1) ALL LOCATIONS OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

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6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

WB07					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
CONCRETE BARRIER TRANSITION SECTION 32-INCH	C 598WB+53	46.0' LT	C 598WB+60	46.0' LT	6.5
MGS THRIE BEAM TRANSITION	C 598WB+57	48.0' LT	C 598WB+97	48.0' LT	39.4
MGS GUARDRAIL TERMINAL EAT	C 598WB+97	48.0' LT	C 599WB+50	50.0' LT	53.1

Added Removing Pavement

18" Culvert Pipe Liner placed

Concrete Base Removed Following Accident

EB04					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	590RSW+88	26.3' RT	591RSW+40	32.0' RT	53.1
MGS THRIE BEAM TRANSITION	591RSW+40	32.0' RT	591RSW+80	31.5' RT	39.4
CONCRETE BARRIER TYPE S42B	591RSW+78	31.5' RT	592RSW+05	31.5' RT	27

EB05					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	590RSW+88	14.1' LT	591RSW+40	16' LT	53.1
MGS THRIE BEAM TRANSITION	591RSW+40	16' LT	591RSW+80	15.5' LT	39.4
CONCRETE BARRIER TYPE S42B	591RSW+78	15.5' LT	592RSW+05	15.5' LT	27

EB03					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	C 593EB+08	49.5' RT	C 593EB+61	47.5' RT	53.1
MGS THRIE BEAM TRANSITION	C 593EB+61	47.5' RT	C 594EB+00	47.5' RT	39.4
CONCRETE BARRIER TRANSITION SECTION 32-INCH	C 593EB+98	47.5' RT	C 594EB+04	47.5' RT	6.5

LEGEND
- AGO1 BASE AGGREGATE DENSE 3/4-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG14 MGS TERMINAL EAT
- CB04 CONCRETE BARRIER TRANSITION TO THRIE BEAM 32-INCH
- CB46 CONCRETE BARRIER TYPE S42B
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 39	E

WB08					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
CONCRETE BARRIER TYPE S42B	605RNE+09	8.0' LT	605RNE+39	8.0' LT	30
MGS THRIE BEAM TRANSITION	605RNE+36	8.0' LT	605RNE+76	8.0' LT	39.4
MGS GUARDRAIL 3	605RNE+76	8.0' LT	606RNE+38	8.6' LT	62.5
MGS GUARDRAIL TERMINAL EAT	606RNE+38	8.6' LT	606RNE+92	11.3' LT	53.1

WB09					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	C 611WB+47		58.0' LT		–
MGS GUARDRAIL 3	C 611WB+47	58.0' LT	C 613WB+98	58.0' LT	250
MGS GUARDRAIL TERMINAL EAT	C 613WB+98	58.0' LT	C 614WB+52	60.0' LT	53.1

WB10					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	D 617WB+99		46.0' LT		–
MGS GUARDRAIL 3	D 617WB+99	46.0' LT	D 619WB+47	46.0' LT	150
MGS THRIE BEAM TRANSITION	D 619WB+47	46.0' LT	D 619WB+55	46.0' LT	8.1

NOTES
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5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

Abandoning Sewer (slurry filled)

ABANDONING CULVERT PIPES, 24-INCH, 170-LF RCP

ABANDONMENT LIMITS TO MANHOLE AT STA 606EB+65, 70' RT

ENDWALL REMOVAL INCIDENTAL TO ABANDONING PAY ITEM

47DA141/BDA-0391
TURVILLE BAY MARSH MOUNTS
UN-CATALOGED ARCHAEOLOGICAL SITE

LOCATION WB-08

LOCATION WB-09

LOCATION WB-10

LOCATION EB-06

CITY OF MADISON SANITARY SEWER

R/L JOHN NOLEN NW RAMP

JOHN NOLEN NW RAMP

R/L WB USH 12/18

WB USH 12/18

R/L EB USH 12/18

EB USH 12/18

NOB HILL ROAD

BADGER LANE

MATCHLINE C 605EB+00

MATCHLINE D 620EB+00

C 606WB
C 608WB
C 610WB
C 612WB
C 614WB
D 616WB
D 618WB

C 606EB
C 608EB
C 610EB
C 612EB
C 614EB
D 616EB
D 618EB

EXISTING 24" RC STORM PIPE

EXISTING 60" RC STORM PIPE

EXISTING 18-FT WIDE LANE SAWCUT LONGITUDINAL JOINT AND REPLACE LEFT LANE PAVEMENT

MADISON WATERMAIN

UNCOVER EXISTING MANHOLE STRUCTURE

INSTALL MANHOLE COVERS TYPE "H"

RECONSTRUCT MANHOLE

BLOCK NORTH LEG IN ACCORDANCE WITH SECTION 204 OF THE STANDARD SPECIFICATIONS

FENCE WILL BE PAID FOR AS FENCE CHAIN LINK SALVAGED 6-FT

Reconstructing MH Special, installed 2'x3' Casting with Open Grate.

CONNECT TO EXISTING STEEL PLATE BEAM GUARD CLASS A

LEGEND

- AGO1 BASE AGGREGATE DENSE 3/4-INCH
- BGO1 STEEL THRIE BEAM STRUCTURE APPROACH
- BGO2 STEEL PLATE BEAM GUARD CLASS A
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- BG14 MGS TERMINAL EAT
- CB46 CONCRETE BARRIER TYPE S42B
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DGO1 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS
- UN-CATALOGED ARCHAEOLOGICAL SITE

EB06					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
STEEL PLATE BEAM GUARD CLASS A	C 613EB+21	58.0' RT	D 619EB+34	58.0' RT	575
STEEL PLATE BEAM GUARD STRUCTURE APPROACH	D 619EB+34	58.0' RT	D 619EB+55	58.0' RT	20.6

WB11					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	D 621WB+28	46.3' LT	D 621WB+66	46.3' LT	39.4
MGS GUARDRAIL 3	D 621WB+66	46.3' LT	D 623WB+87	51.4' LT	225
MGS GUARDRAIL TERMINAL EAT	D 623WB+87	51.4' LT	D 624WB+39	54.2' LT	53.1

WB12					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	104JNE+36		20.0' LT		–
MGS GUARDRAIL 3*	104JNE+36	20.0' LT	108JNE+50	24.8' LT	403
MGS GUARDRAIL 3*	E 626WB+53	61.5' LT	E 629WB+12	60.0' LT	259.5
MGS GUARDRAIL 3 QS	E 629WB+12	60.0' LT	E 629WB+37	60.0' LT	25
MGS GUARDRAIL 3 HS	E 629WB+37	60.0' LT	E 629WB+62	60.0' LT	25
MGS THRIE BEAM TRANSITION	E 629WB+62	60.0' LT	E 629WB+70	60.0' LT	8.1

* Seperated quantity is due to alignment switch

WB13					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	E 632WB+01	60.0' LT	E 632WB+40	60.0' LT	39.4
MGS GUARDRAIL 3	E 632WB+40	60.0' LT	E 634WB+03	60.0' LT	162.5
MGS GUARDRAIL TERMINAL EAT	E 634WB+03	60.0' LT	E 634WB+56	60.0' LT	53.1

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG01 STEEL THRIE BEAM STRUCTURE APPROACH
- BG02 STEEL PLATE BEAM GUARD CLASS A
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- BG14 MGS TERMINAL EAT
- BG15 MGS GUARDRAIL 3 HS
- BG16 MGS GUARDRAIL 3 OS
- BG18 GUARDRAIL STIFFENED LHW
- CB04 CONCRETE BARRIER TRANSITION TO THRIE BEAM 32-INCH
- CB46 CONCRETE BARRIER TYPE S42B
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

N

JOHN NOLEN NE RAMP
102JNE
14JSW
22JSE
16JSW
REMOVE EXISTING TREE (ONE-EACH) 18-INCH DIAMETER
REPLACE EXISTING 18-INCH STEEL PIPE. LENGTH OF REPLACEMENT TO BE VERIFIED BY FIELD ENGINEER.
WISDOT COMMUNICATIONS
104JNE
BG13
AG01
LOCATION WB-12
8'
24'
END DGO1 JNE+25
106JNE
JNE+50
BG12
R/L JOHN NOLEN NE RAMP
END TAPER WB+72.31, 53'LT.
CP20
R/L WB USH 12/18
UNDERGROUND ELECTRIC LINES
WISCONSIN & SOUTHERN RAILROAD
UNDERGROUND FIBEROPTICS
LOCATION WB-13
BG16
BG15
BG11
WB+66
BEGIN TAPER WB+33, 46'LT.
50:1 TAPER
WB+33
6'
8'
BG14
108JNE
10'
50'
WB+66 50'LT
D 622WB
D 624WB
D 626WB
E 628WB
LOCATION WB-11
WB USH 12/18
E 630WB
WB+26
E 632WB
WB+23
WB+83
E 634WB
E 20EB
EB+33
E 22EB
EB+98
E 24EB
EB+70
MATCHLINE D 620EB+00
MATCHLINE E 24EB+00
18JSE
10WB
10EB
D 622EB
D 624EB
D 626EB
D 628EB
WB+25
WB+29
10'
49'
8'
8JSE
CB46
CP20
10JSE
BEGIN TAPER EB+72.59, 53'RT.
WISDOT COMMUNICATIONS
CG06
BG13
BG11
BG12
LOCATION EB-08
END DGO1 JSE+75
AG01
50:1 TAPER
CP20
LOCATION EB-07
BG14
BG11
18'
CB04
12JSE
JOHN NOLEN SE RAMP
R/L JOHN NOLEN SE RAMP
JOHN NOLEN DRIVE
20JSW
14JSE
22JSW
JOHN NOLEN SW RAMP 26JSW
BG02
24JSW
4 JSW+00
2 JSW+75
WISDOT COMMUNICATIONS
WISDOT LIGHTING CABINET
R/L JOHN NOLEN SW RAMP
CONNECT TO EXISTING STEEL PLATE BEAM GUARD CLASS A
BG18
NOB HILL ROAD
END DGO1 JSW+00
26JSW
JSW+00
EB+02
R/L EB USH 12/18
30JSW
AG01
BG01
END TAPER EB+22.59, 48'RT.
LOCATION EB-09
B-13-280 TO BE REHABILITATED, SEE STRUCTURE PLANS FOR SCOPE OF WORK
MMSD SANITARY
BG11
AG01
CP20
LOCATION EB-10
added Removing Pavement

EB07					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	11JSE+26	26.0' LT	11JSE+69	24.0' LT	53.1
MGS THRIE BEAM TRANSITION	11JSE+69	24.0' LT	12JSE+01	21.1' LT	39.4
CONCRETE BARRIER TRANSITION SECTION 32-INCH	11JSE+98	18.0' LT	12JSE+04	18.0' LT	6.5

EB08					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	7JSE+22	8.8' RT	7JSE+30	8.8' RT	8.1
MGS GUARDRAIL 3	7JSE+30	8.8' RT	7JSE+93	10.0' RT	62.5
MGS THRIE BEAM TRANSITION	7JSE+93	10.0' RT	8JSE+33	10.0' RT	39.4
CONCRETE CURB AND GUTTER 30-INCH TYPE A	8JSE+25	7.9' RT	8JSE+65	7.0' RT	40
CONCRETE BARRIER TYPE S42B	8JSE+30	9.3' RT	8JSE+60	8.7' RT	30

EB09					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
GUARDRAIL STIFFENED LHW	22JSW+82	8.0' RT	24JSW+07	8.0' RT	125
STEEL PLATE BEAM GUARD CLASS A	24JSW+07	8.0' RT	30JSW+95	10.6' RT	687.5
STEEL PLATE BEAM GUARD STRUCTURE APPROACH	30JSW+95	10.6' RT	31JSW+14	10.7' RT	20.6

EB10					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	E 23EB+45	59.0' RT	E 23EB+53	59.0' RT	8.1
MGS GUARDRAIL 3	E 23EB+53	59.0' RT	E 26EB+15	59.0' RT	262.5
MGS GUARDRAIL TERMINAL TYPE 2	E 26EB+15		59.0' RT		--

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\021216_pd.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 100:1

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG12 MGS GUARDRAIL 3
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- BG14 MGS TERMINAL EAT
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

WB13					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	E 632WB+01	60.0' LT	E 632WB+40	60.0' LT	39.4
MGS GUARDRAIL 3	E 632WB+40	60.0' LT	E 634WB+03	60.0' LT	162.5
MGS GUARDRAIL TERMINAL EAT	E 634WB+03	60.0' LT	E 634WB+56	60.0' LT	53.1

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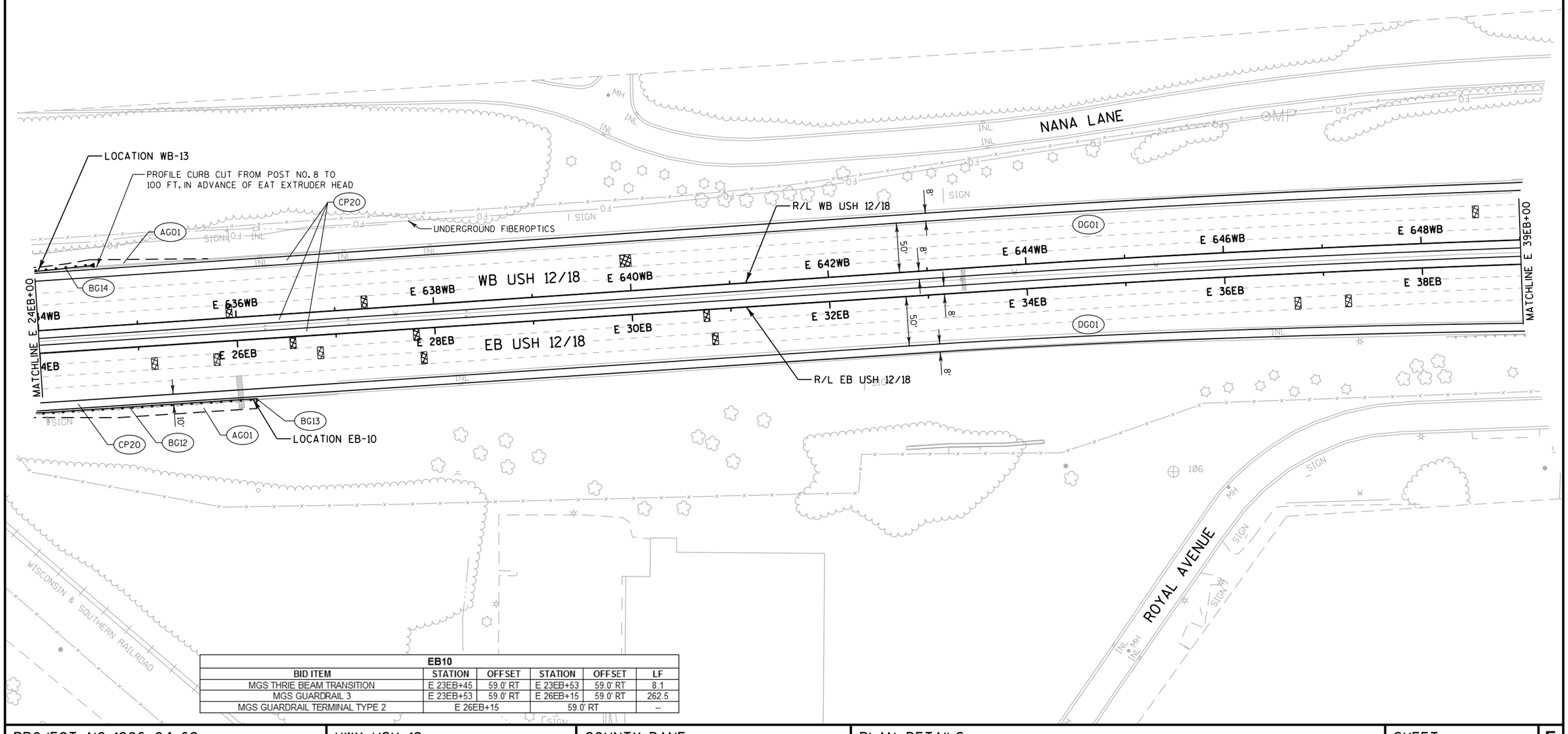
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7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

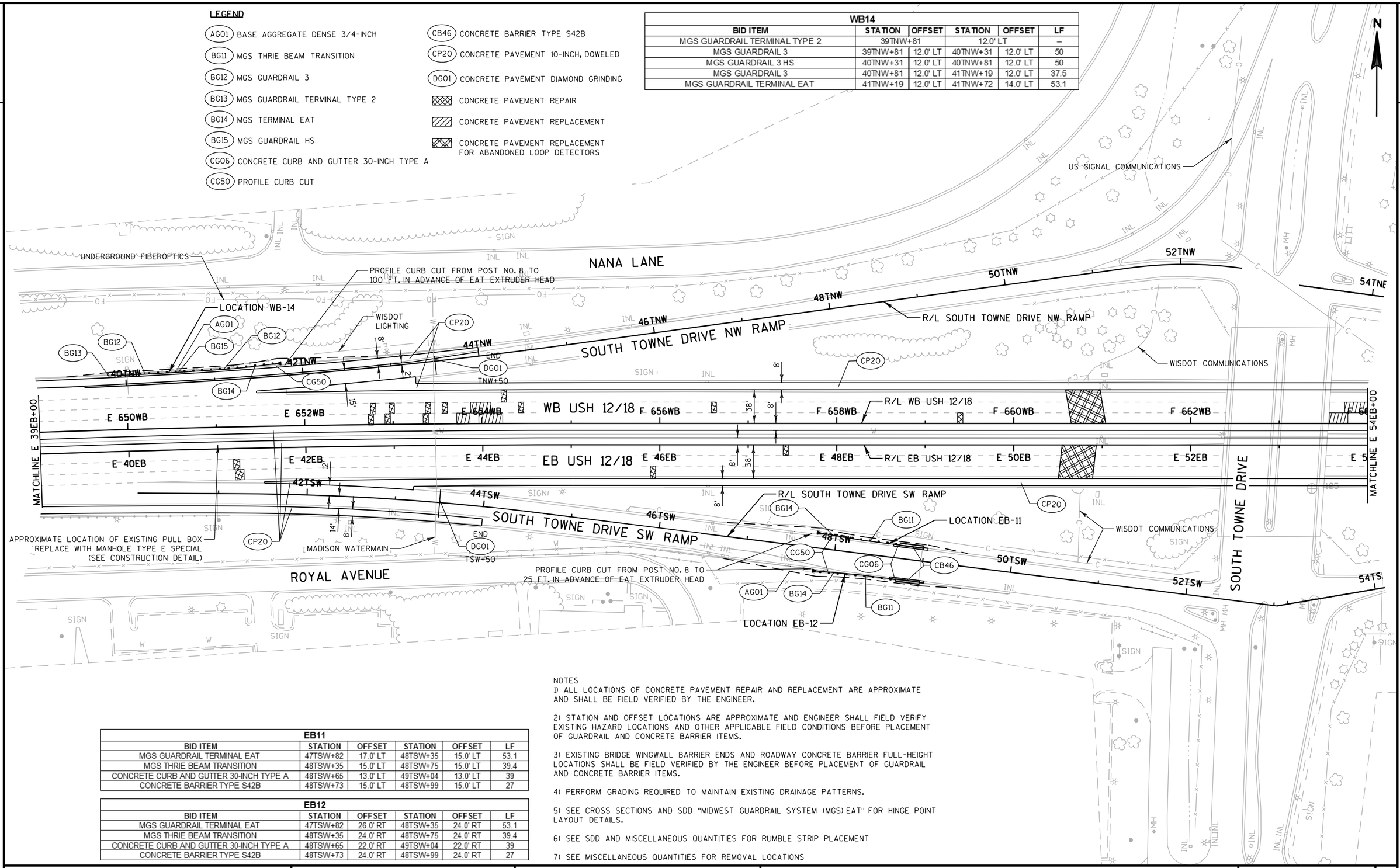


EB10					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	E 23EB+45	59.0' RT	E 23EB+53	59.0' RT	8.1
MGS GUARDRAIL 3	E 23EB+53	59.0' RT	E 26EB+15	59.0' RT	262.5
MGS GUARDRAIL TERMINAL TYPE 2	E 26EB+15		59.0' RT		--

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- BG14 MGS TERMINAL EAT
- BG15 MGS GUARDRAIL HS
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG50 PROFILE CURB CUT
- CB46 CONCRETE BARRIER TYPE S42B
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

WB14					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	39TNW+81		12.0' LT		–
MGS GUARDRAIL 3	39TNW+81	12.0' LT	40TNW+31	12.0' LT	50
MGS GUARDRAIL 3 HS	40TNW+31	12.0' LT	40TNW+81	12.0' LT	50
MGS GUARDRAIL 3	40TNW+81	12.0' LT	41TNW+19	12.0' LT	37.5
MGS GUARDRAIL TERMINAL EAT	41TNW+19	12.0' LT	41TNW+72	14.0' LT	53.1



EB11					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	47TSW+82	17.0' LT	48TSW+35	15.0' LT	53.1
MGS THRIE BEAM TRANSITION	48TSW+35	15.0' LT	48TSW+75	15.0' LT	39.4
CONCRETE CURB AND GUTTER 30-INCH TYPE A	48TSW+65	13.0' LT	49TSW+04	13.0' LT	39
CONCRETE BARRIER TYPE S42B	48TSW+73	15.0' LT	48TSW+99	15.0' LT	27

EB12					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	47TSW+82	26.0' RT	48TSW+35	24.0' RT	53.1
MGS THRIE BEAM TRANSITION	48TSW+35	24.0' RT	48TSW+75	24.0' RT	39.4
CONCRETE CURB AND GUTTER 30-INCH TYPE A	48TSW+65	22.0' RT	49TSW+04	22.0' RT	39
CONCRETE BARRIER TYPE S42B	48TSW+73	24.0' RT	48TSW+99	24.0' RT	27

NOTES

1) ALL LOCATIONS OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

2) STATION AND OFFSET LOCATIONS ARE APPROXIMATE AND ENGINEER SHALL FIELD VERIFY EXISTING HAZARD LOCATIONS AND OTHER APPLICABLE FIELD CONDITIONS BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

3) EXISTING BRIDGE WINGWALL BARRIER ENDS AND ROADWAY CONCRETE BARRIER FULL-HEIGHT LOCATIONS SHALL BE FIELD VERIFIED BY THE ENGINEER BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 43	E

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
- CB04 CONCRETE BARRIER TRANSITION TO THRIE BEAM 32-INCH
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG50 PROFILE CURB CUT
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS
- UN-CATALOGED ARCHAEOLOGICAL SITE

WB15					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
CONCRETE BARRIER TRANSITION SECTION 32-INCH	57TNE+68	5.0' LT	57TNE+74	5.0' LT	6.5
CONCRETE CURB AND GUTTER 30-INCH TYPE A	57TNE+75	3.0' LT	58TNE+52	3.0' LT	78
MGS THRIE BEAM TRANSITION	57TNE+72	5.0' LT	58TNE+11	5.0' LT	39.4
MGS GUARDRAIL 3	58TNE+11	5.0' LT	59TNE+24	5.0' LT	112.5
MGS GUARDRAIL TERMINAL EAT	59TNE+24	5.0' LT	59TNE+77	7.0' LT	53.1

Added Concrete Pavement 10-INCH

SOUTH TOWNE DRIVE

SOUTH TOWNE DRIVE NE RAMP

WISDOT COMMUNICATIONS

LOCATION WB-15

PROFILE CURB CUT FROM POST NO. 8 TO 100 FT. IN ADVANCE OF EAT EXTRUDER HEAD

R/L SOUTH TOWNE DRIVE NE RAMP

WISDOT LIGHTING

47DA827 (SITE C)
UN-CATALOGED ARCHAEOLOGICAL SITE

WISDOT COMMUNICATIONS

54TNE 56TNE 58TNE 60TNE 52TNE 64TNE

CB04 CG06 BG11 BG12 BG14 CG50 CP20 DG01 END TNE+50 TNE+23 15' 8'

WB USH 12/18

R/L WB USH 12/18

F 664WB F 666WB F 668WB F 670WB F 672WB F 674WB F 676WB F 6

MATCHLINE E 54EB+00

E 54EB E 56EB E 58EB E 60EB E 62EB E 64EB E 66EB E 6

MATCHLINE E 68EB+00

38' 8' 8' 8' 8'

EB USH 12/18

R/L EB USH 12/18

60TSE 62TSE 58TSE 56TSE 54TSE TSE+75 15' 8'

SOUTH TOWNE DRIVE SE RAMP

END DG01 TSE+50

R/L SOUTH TOWNE DRIVE SE RAMP

MG&E GASLINE

US SIGNAL COMMUNICATIONS

ROYAL AVENUE

MH SIGN INL

NOTES

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4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

2

N

Added Concrete Pavement 10-INCH

Added Asphaltic Flume Beyond Concrete Drain

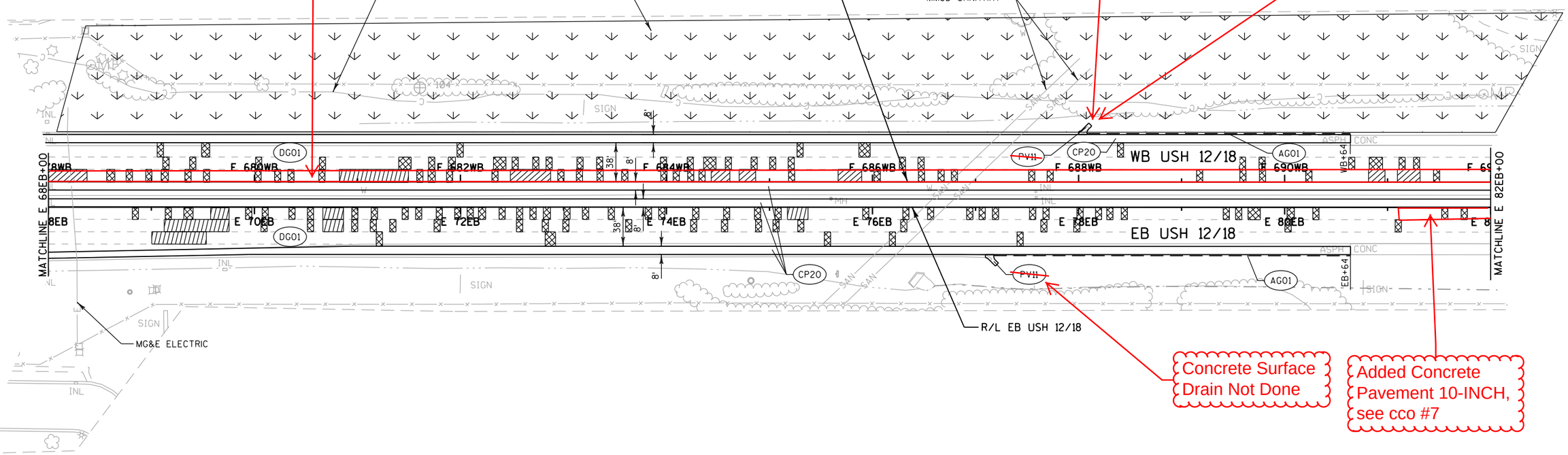
Concrete Surface Drain Not Done

47DA827 (SITE C)
UN-CATALOGED ARCHAEOLOGICAL SITE

WISDOT COMMUNICATIONS

R/L WB USH 12/18

MMSD SANITARY



MC&E ELECTRIC

R/L EB USH 12/18

Concrete Surface Drain Not Done

Added Concrete Pavement 10-INCH, see cco #7

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- PV11 CONCRETE SURFACE DRAIN
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS
- UN-CATALOGED ARCHAEOLOGICAL SITE

NOTES

1) ALL LOCATIONS OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

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4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

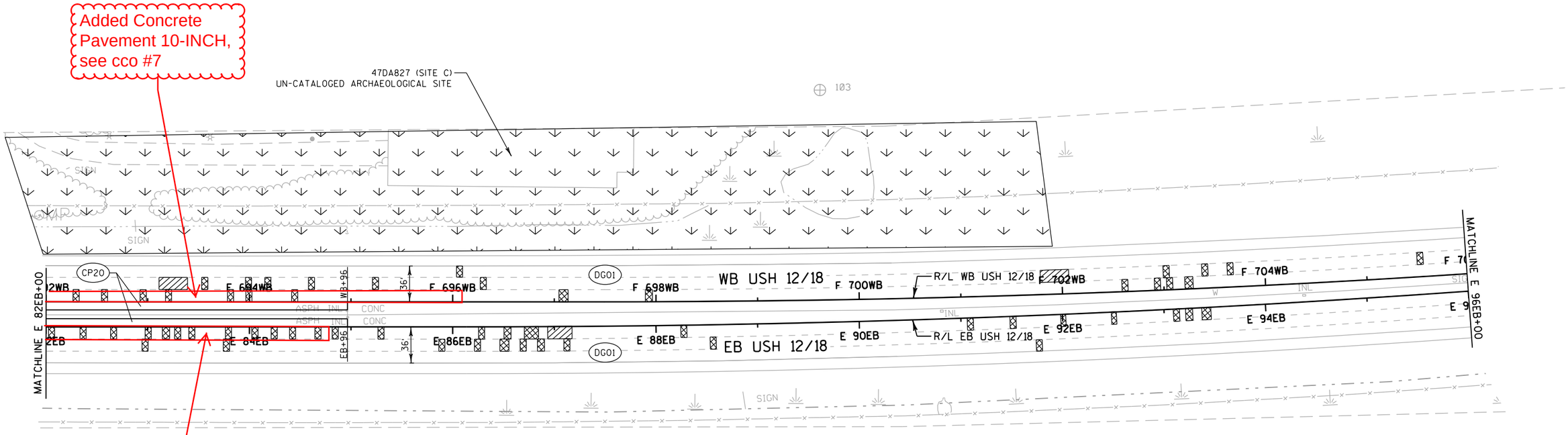
7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 45	E

2

N

Added Concrete Pavement 10-INCH, see cco #7



Added Concrete Pavement 10-INCH, see cco #7

LEGEND

- (CP20) CONCRETE PAVEMENT 10-INCH, DOWELED
- (DG01) CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS
- UN-CATALOGED ARCHAEOLOGICAL SITE

NOTES

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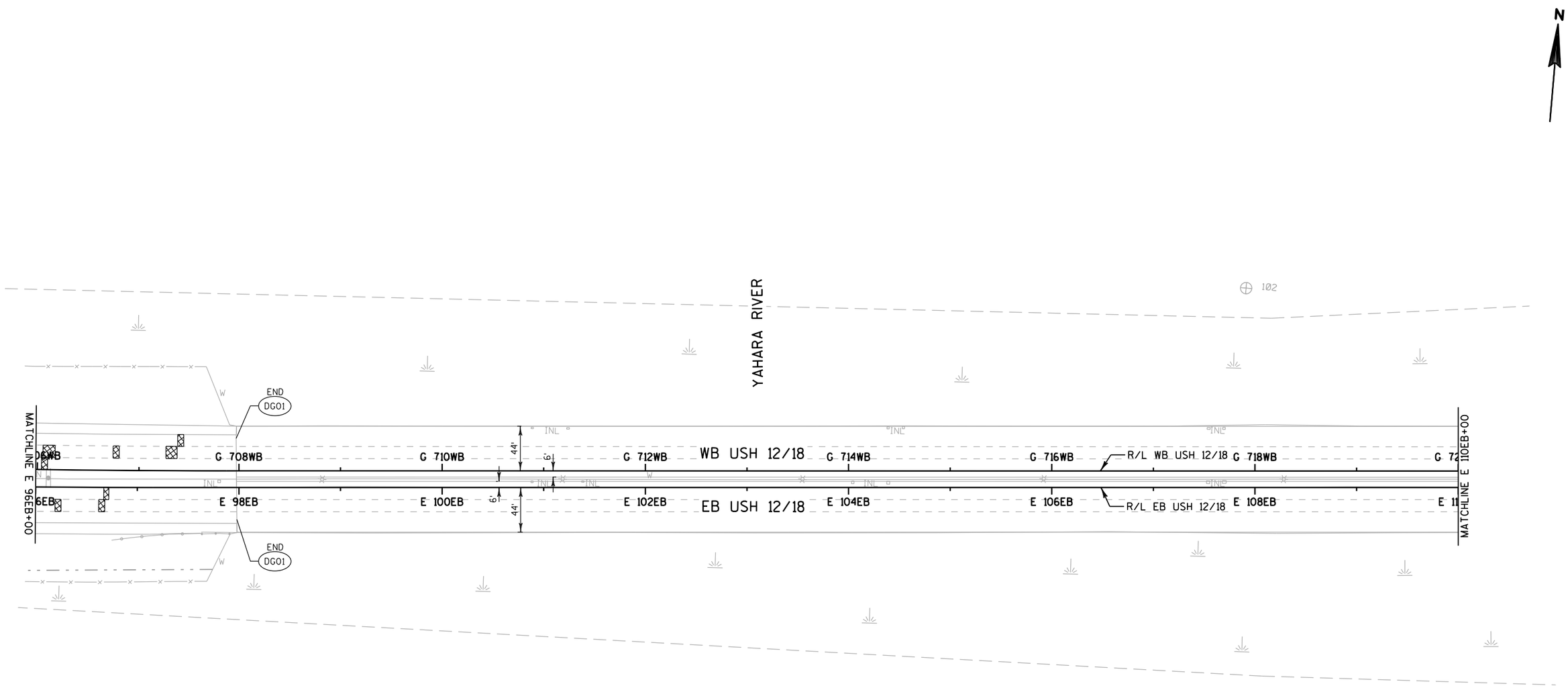
4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

2



LEGEND

- DGO1 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

NOTES

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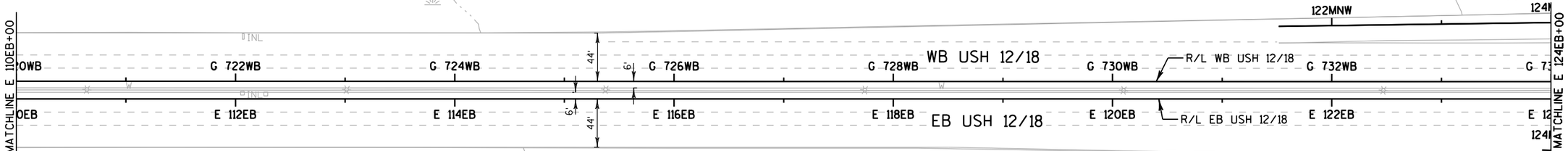
6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

2

N

YAHARA RIVER



YAHARA RIVER

LEGEND

DG01 CONCRETE PAVEMENT DIAMOND GRINDING

CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

NOTES

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6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

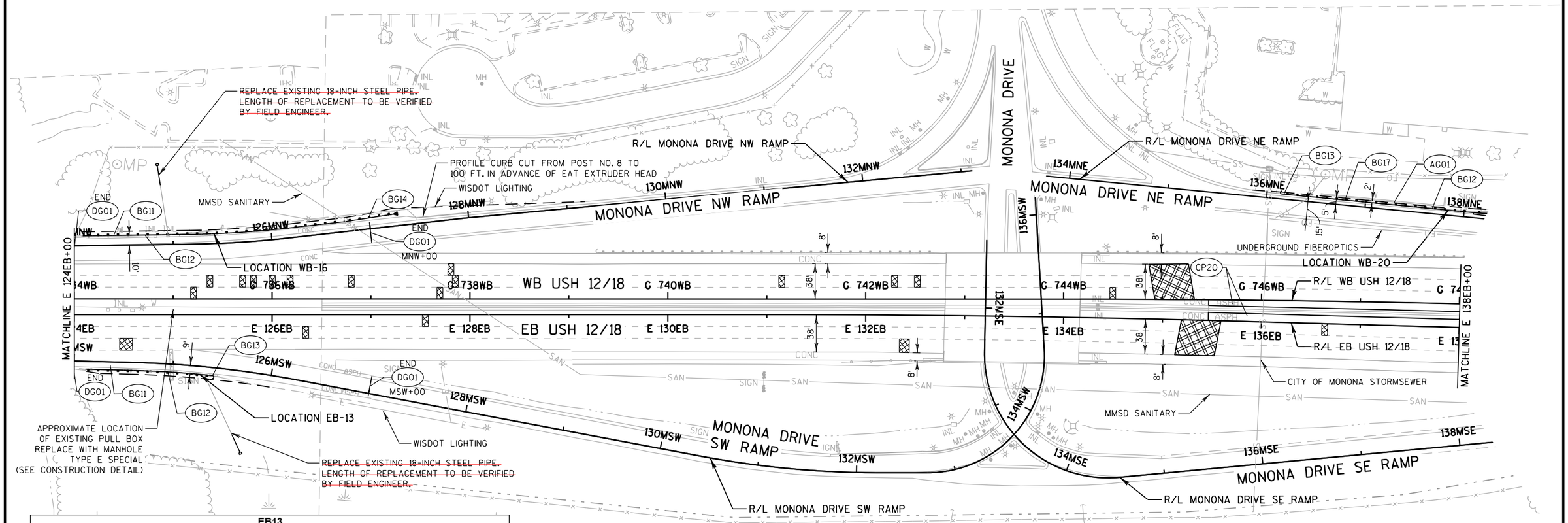
7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 48	E

WB16					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	124MNW+04	10.0' LT	124MNW+44	10.0' LT	39.4
MGS GUARDRAIL 3	124MNW+44	10.0' LT	126MNW+71	10.0' LT	225
MGS GUARDRAIL TERMINAL EAT	126MNW+71	10.0' LT	127MNW+25	12.0' LT	53.1

WB20					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	136MNE+15		5.0' LT		--
MGS GUARDRAIL 3 K	136MNE+15	5.0' LT	137MNE+90	5.0' LT	175
MGS GUARDRAIL 3	137MNE+90	5.0' LT	142MNE+90	6.0' LT	500
MGS THRIE BEAM TRANSITION	142MNE+90	6.0' LT	142MNE+98	6.0' LT	8.1
CONCRETE BARRIER TYPE S42B	142MNE+96	6.0' LT	143MNE+25	6.0' LT	29
MGS THRIE BEAM TRANSITION	143MNE+22	6.0' LT	143MNE+62	6.0' LT	39.4
MGS GUARDRAIL 3	143MNE+62	6.0' LT	145MNE+37	9.8' LT	175
MGS GUARDRAIL TERMINAL EAT	H 755WB+37	58.0' LT	H 755WB+90	60.0' LT	53.1

WB-20 CONTINUED ON NEXT SHEET



EB13					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	124MSW+07	8.0' RT	124MSW+15	8.0' RT	8.1
MGS GUARDRAIL 3	124MSW+15	8.0' RT	125MSW+41	8.0' RT	125
MGS GUARDRAIL TERMINAL TYPE 2	125MSW+41		8.0' RT		--

NOTES

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4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

LEGEND

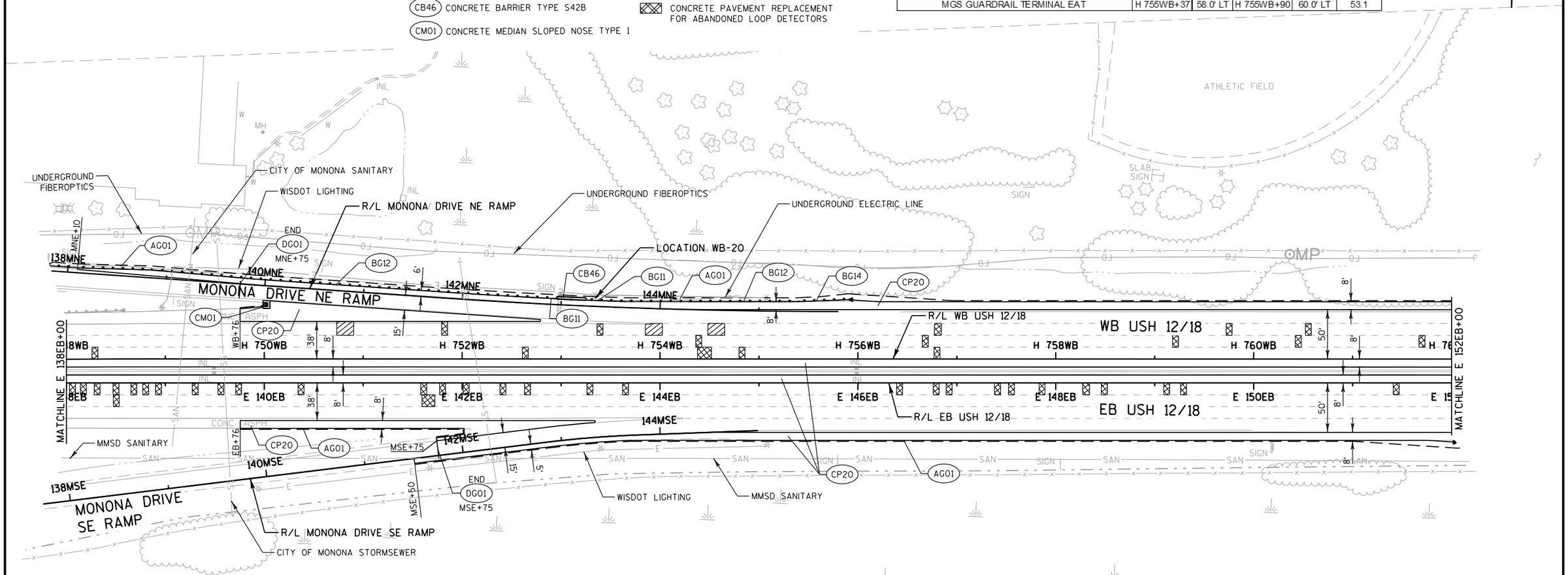
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (BG11) MGS THRIE BEAM TRANSITION
- (BG12) MGS GUARDRAIL 3
- (BG13) MGS GUARDRAIL TERMINAL TYPE 2
- (BG14) MGS TERMINAL EAT
- (BG17) MGS GUARDRAIL 3 K
- (CP20) CONCRETE PAVEMENT 10-INCH, DOWELED
- (DG01) CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 49	E

LEGEND

AG01 BASE AGGREGATE DENSE 3/4-INCH	CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
BG11 MGS THRIE BEAM TRANSITION	DG01 CONCRETE PAVEMENT DIAMOND GRINDING
BG12 MGS GUARDRAIL 3	CONCRETE PAVEMENT REPAIR
BG14 MGS TERMINAL EAT	CONCRETE PAVEMENT REPLACEMENT
CB46 CONCRETE BARRIER TYPE S42B	CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS
CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1	

WB20					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	136MNE+15		5.0' LT		–
MGS GUARDRAIL 3 K	136MNE+15	5.0' LT	137MNE+90	5.0' LT	175
MGS GUARDRAIL 3	137MNE+90	5.0' LT	142MNE+90	6.0' LT	500
MGS THRIE BEAM TRANSITION	142MNE+90	6.0' LT	142MNE+98	6.0' LT	8.1
CONCRETE BARRIER TYPE S42B	142MNE+96	6.0' LT	143MNE+25	6.0' LT	29
MGS THRIE BEAM TRANSITION	143MNE+22	6.0' LT	143MNE+62	6.0' LT	39.4
MGS GUARDRAIL 3	143MNE+62	6.0' LT	145MNE+37	9.8' LT	175
MGS GUARDRAIL TERMINAL EAT	H 755WB+37	58.0' LT	H 755WB+90	60.0' LT	53.1



NOTES

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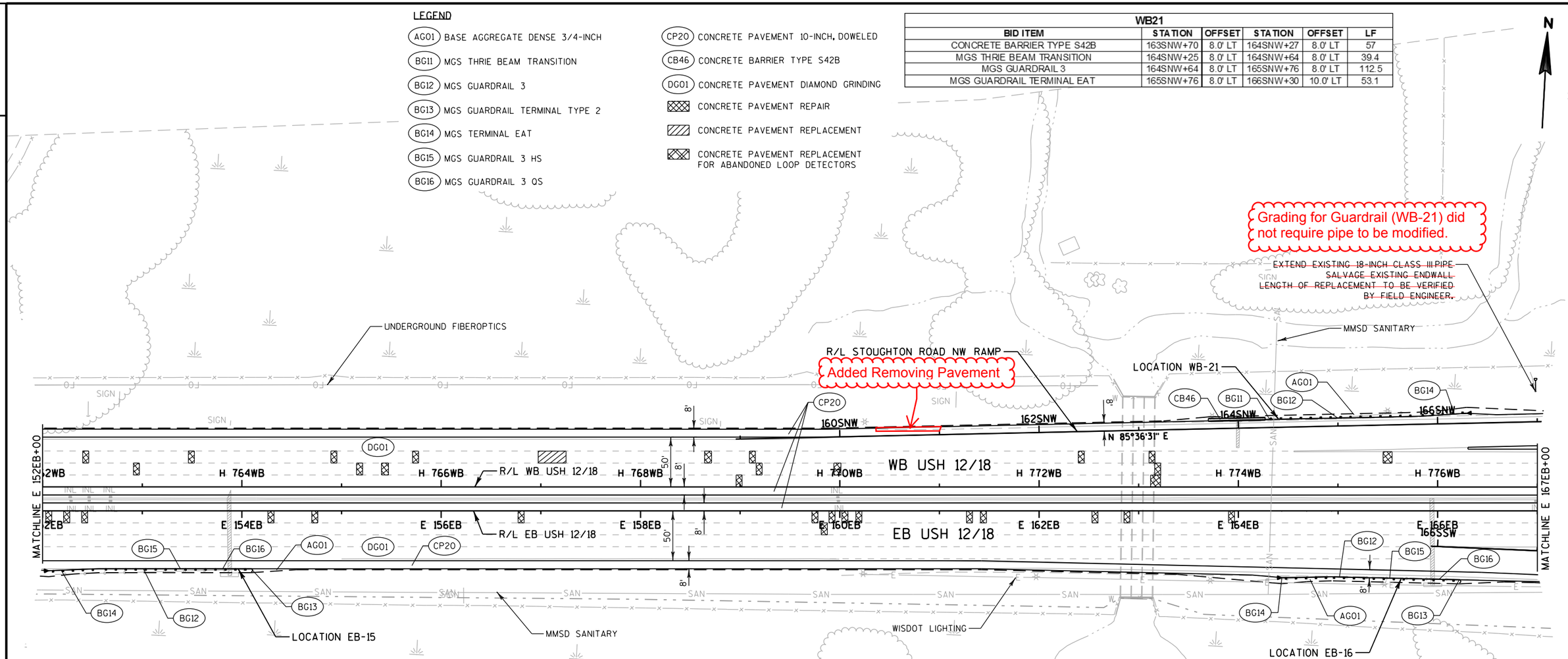
6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- BG14 MGS TERMINAL EAT
- BG15 MGS GUARDRAIL 3 HS
- BG16 MGS GUARDRAIL 3 QS
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- CB46 CONCRETE BARRIER TYPE S42B
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

WB21					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
CONCRETE BARRIER TYPE S42B	163SNW+70	8.0' LT	164SNW+27	8.0' LT	57
MGS THRIE BEAM TRANSITION	164SNW+25	8.0' LT	164SNW+64	8.0' LT	39.4
MGS GUARDRAIL 3	164SNW+64	8.0' LT	165SNW+76	8.0' LT	112.5
MGS GUARDRAIL TERMINAL EAT	165SNW+76	8.0' LT	166SNW+30	10.0' LT	53.1



NOTES

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6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

EB15					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	E 152EB+06	60.0' RT	E 152EB+59	58.0' RT	53.1
MGS GUARDRAIL 3	E 152EB+59	58.0' RT	E 153EB+22	58.0' RT	62.5
MGS GUARDRAIL 3 HS	E 153EB+22	58.0' RT	E 153EB+47	58.0' RT	25
MGS GUARDRAIL 3 QS	E 153EB+47	58.0' RT	E 154EB+09	58.0' RT	62.5
MGS GUARDRAIL TERMINAL TYPE 2	E 154EB+09		58.0'		--

EB16					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	E 164EB+44	67.0' RT	E 164EB+97	66.3' RT	53.1
MGS GUARDRAIL 3	E 164EB+97	66.3' RT	E 165EB+34	67.1' RT	37.5
MGS GUARDRAIL 3 HS	E 165EB+34	67.1' RT	E 165EB+59	67.7' RT	25
MGS GUARDRAIL 3 QS	E 165EB+59	67.7' RT	E 166EB+22	69.2' RT	62.5
MGS GUARDRAIL TERMINAL TYPE 2	E 166EB+22		69.2' RT		--

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\021226_pd.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 100:1
WISDOT/CADDS SHEET 42

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- BG14 MGS TERMINAL EAT
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

~~EXTEND EXISTING 18-INCH CLASS III PIPE~~
~~SALVAGE EXISTING ENDWALL~~
~~LENGTH OF REPLACEMENT TO BE VERIFIED BY FIELD ENGINEER.~~

STOUGHTON ROAD NW RAMP
R/L STOUGHTON ROAD NW RAMP
R/L WB USH 12/18
WB USH 12/18
R/L EB USH 12/18
EB USH 12/18
STOUGHTON ROAD SW RAMP
R/L STOUGHTON ROAD SW RAMP
STOUGHTON ROAD
MATCHLINE E 167EB+00
MATCHLINE E 182EB+00
LOCATION WB-22
LOCATION EB-17
WISDOT COMMUNICATIONS
WISDOT LIGHTING
McLEOD USA COMMUNICATIONS
MG&E ELECTRIC
STAGER POSTS TO AVOID CONFLICT WITH FIBER OPTIC LINE, SEE WISDOT SDD 14B42
Added Removing Pavement +/-

NOTES
1) ALL LOCATIONS OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

2) STATION AND OFFSET LOCATIONS ARE APPROXIMATE AND ENGINEER SHALL FIELD VERIFY EXISTING HAZARD LOCATIONS AND OTHER APPLICABLE FIELD CONDITIONS BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

3) EXISTING BRIDGE WINGWALL BARRIER ENDS AND ROADWAY CONCRETE BARRIER FULL-HEIGHT LOCATIONS SHALL BE FIELD VERIFIED BY THE ENGINEER BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

EB17					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	E 176EB+57	48.0' RT	E 177EB+11	46.0' RT	53.1
MGS GUARDRAIL 3	E 177EB+11	46.0' RT	E 178EB+36	46.0' RT	37.5
MGS THRIE BEAM TRANSITION	E 178EB+36	46.0' RT	E 178EB+75	46.0' RT	39.4

2

LEGEND

- AGO1 BASE AGGREGATE DENSE 3/4-INCH
- BGO1 STEEL THRIE BEAM STRUCTURE APPROACH
- BGO2 STEEL PLATE BEAM GUARD CLASS A
- BGO4 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- CB46 CONCRETE BARRIER TYPE S42B
- DGO1 CONCRETE PAVEMENT DIAMOND GRINDING
- PV13 ASPHALTIC SURFACE, 4-INCH
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

N

COLLINS COURT

R/L STOUGHTON ROAD NE RAMP

WISDOT COMMUNICATIONS

AT&T COMMUNICATIONS

MG&E GASLINE

SANITARY SEWERLINE

MG&E ELECTRIC

182SNE

184SNE

186SNE

188SNE

190SNE

192SNE

SNE+00

SNE+50

END DGO1

STOUGHTON ROAD NE RAMP

WISDOT COMMUNICATIONS

LOCATION WB-23

CP20

CB46

BG11

AGO1

BG12

BG14

BG01

PV13

WISDOT COMMUNICATIONS

BG12

AGO1

BG14

CP20

LOCATION WB-22

CHARTER COMMUNICATIONS

8'

38'

14'

50'

MATCHLINE E 182EB+00

MATCHLINE E 196EB+00

J 794WB

J 796WB

J 798WB

J 800WB

J 802WB

J 804WB

WB USH 12/18

R/L WB USH 12/18

E 184EB

E 186EB

E 188EB

E 190EB

E 192EB

E 194EB

194SSE

EB USH 12/18

R/L EB USH 12/18

192SSE

190SSE

188SSE

186SSE

184SSE

182SSE

AGO1

CP20

CHARTER COMMUNICATIONS

STOUGHTON ROAD SE RAMP

WISDOT COMMUNICATIONS

R/L STOUGHTON ROAD SE RAMP

END DGO1 SSE+00

00+35S

3'

20'

8'

AGO1

BG14

BG12

LOCATION EB-18

BG11

CB46

CP20

Added Asphaltic Flume

Added Removing Pavement

SANITARY SEWERLINE

ATC POWERLINE

MADISON WATERMAIN

MG&E ELECTRIC

CHARTER COMMUNICATIONS

S DUTCH MILLS ROAD

WB22					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	J 790WB+68	46.0' LT	J 791WB+08	46.0' LT	39.4
MGS GUARDRAIL 3	J 791WB+08	46.0' LT	J 793WB+09	46.0' LT	200
MGS GUARDRAIL TERMINAL EAT	J 793WB+09	46.0' LT	J 793WB+63	48.0' LT	53.1

WB23					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
STEEL PLATE BEAM GUARD CLASS A	191SNE+79	6.2' LT	192SNE+42	9.0' LT	62.5
STEEL THRIE BEAM STRUCTURE APPROACH	192SNE+42	9.0' LT	192SNE+50	9.0' LT	8.1
CONCRETE BARRIER TYPE S42B	J 802WB+48	58.0' LT	J 803WB+11	58.0' LT	64
MGS THRIE BEAM TRANSITION	J 803WB+09	58.0' LT	J 803WB+48	58.0' LT	39.4
MGS GUARDRAIL 3	J 803WB+48	58.0' LT	J 805WB+39	58.0' LT	187.5
MGS GUARDRAIL TERMINAL EAT	J 805WB+39	58.0' LT	J 805WB+90	60.0' LT	53.1

EB18					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	190SSE+71	29.0' RT	191SSE+24	26.0' RT	53.1
MGS GUARDRAIL 3	191SSE+24	26.0' RT	193SSE+00	23.0' RT	175
MGS THRIE BEAM TRANSITION	193SSE+00	23.0' RT	193SSE+40	23.0' RT	39.4
CONCRETE BARRIER TYPE S42B	193SSE+37	23.0' RT	193SSE+77	23.0' RT	40

NOTES

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3) EXISTING BRIDGE WINGWALL BARRIER ENDS AND ROADWAY CONCRETE BARRIER FULL-HEIGHT LOCATIONS SHALL BE FIELD VERIFIED BY THE ENGINEER BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

2

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- BG14 MGS TERMINAL EAT
- BG15 MGS GUARDRAIL 3 HS
- CB04 CONCRETE BARRIER TRANSITION TO THRIE BEAM 32-INCH
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

NOTES

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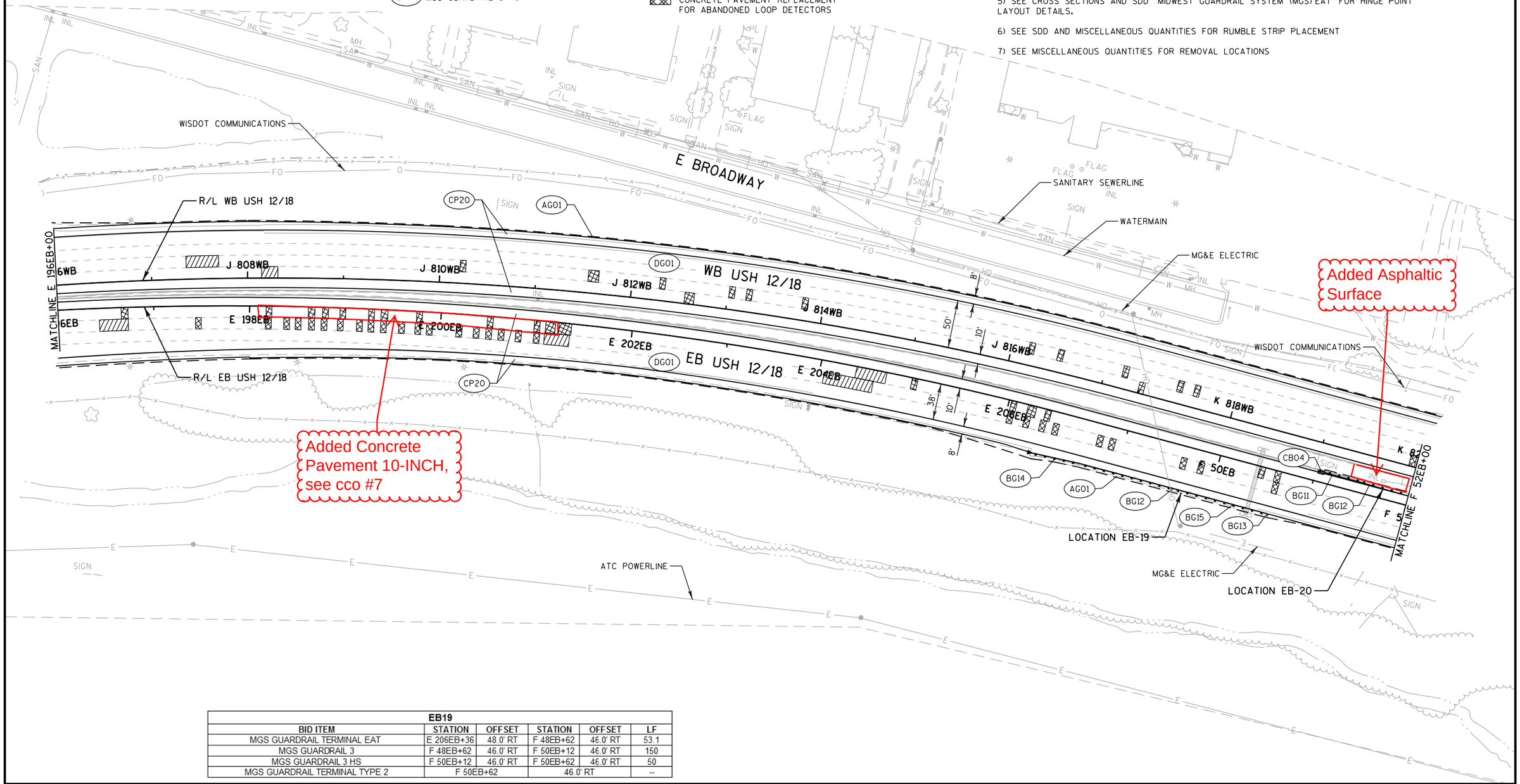
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EB19					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	E 206EB+36	48.0' RT	F 48EB+62	46.0' RT	53.1
MGS GUARDRAIL 3	F 48EB+62	46.0' RT	F 50EB+12	46.0' RT	150
MGS GUARDRAIL 3 HS	F 50EB+12	46.0' RT	F 50EB+62	46.0' RT	50
MGS GUARDRAIL TERMINAL TYPE 2	F 50EB+62		46.0' RT		--

WB24					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
CONCRETE BARRIER TRANSITION SECTION 32-INCH	K 820WB+51	9.4' RT	K 820WB+57	9.4' RT	6.5
MGS THRIE BEAM TRANSITION	K 820WB+55	12.0' RT	K 820WB+94	12.0' RT	39.4
MGS GUARDRAIL 3	K 820WB+94	12.0' RT	K 836WB+12	10.0' RT	1512.5
MGS GUARDRAIL TERMINAL EAT	K 836WB+12	10.0' RT	K 836WB+65	12.0' RT	53.1

WB-24 CONTINUED ON NEXT SHEET

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- BG14 MGS TERMINAL EAT
- CB04 CONCRETE BARRIER TRANSITION TO THRIE BEAM 32-INCH
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS
- CONCRETE PAVEMENT HES 10-INCH

NOTES

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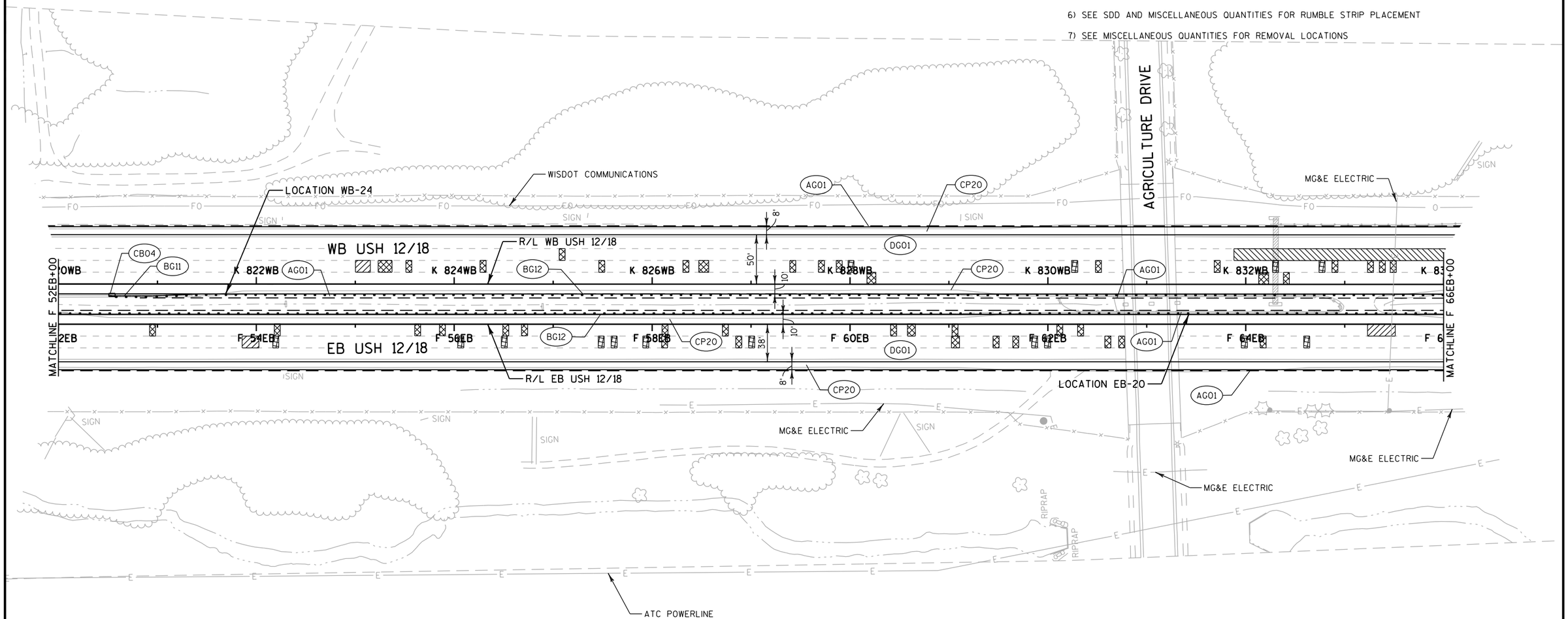
4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

N



EB20					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
CONCRETE BARRIER TRANSITION SECTION 32-INCH	F 51EB+03	8.8' LT	F 51EB+09	8.8' LT	6.5
MGS THRIE BEAM TRANSITION	F 51EB+07	11.0' LT	F 51EB+15	11.0' LT	8.1
MGS GUARDRAIL 3	F 51EB+15	11.0' LT	F 67EB+93	10.0' LT	1675
MGS GUARDRAIL TERMINAL EAT	F 67EB+93	10.0' LT	F 68EB+46	12.0' LT	53.1

EB20 CONTINUED ON NEXT SHEET

NOTES
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6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- BG14 MGS TERMINAL EAT
- BG15 MGS GUARDRAIL 3 HS
- BG16 MGS GUARDRAIL 3 QS
- BG19 MGS GUARDRAIL 3 L
- CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
- CB46 CONCRETE BARRIER TYPE S42B
- DG01 CONCRETE PAVEMENT DIAMOND GRINDING
- PV11 CONCRETE SURFACE DRAINS
- PV13 ASPHALTIC SURFACE, 4-INCH
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS
- CONCRETE PAVEMENT HES 10-INCH

WB24

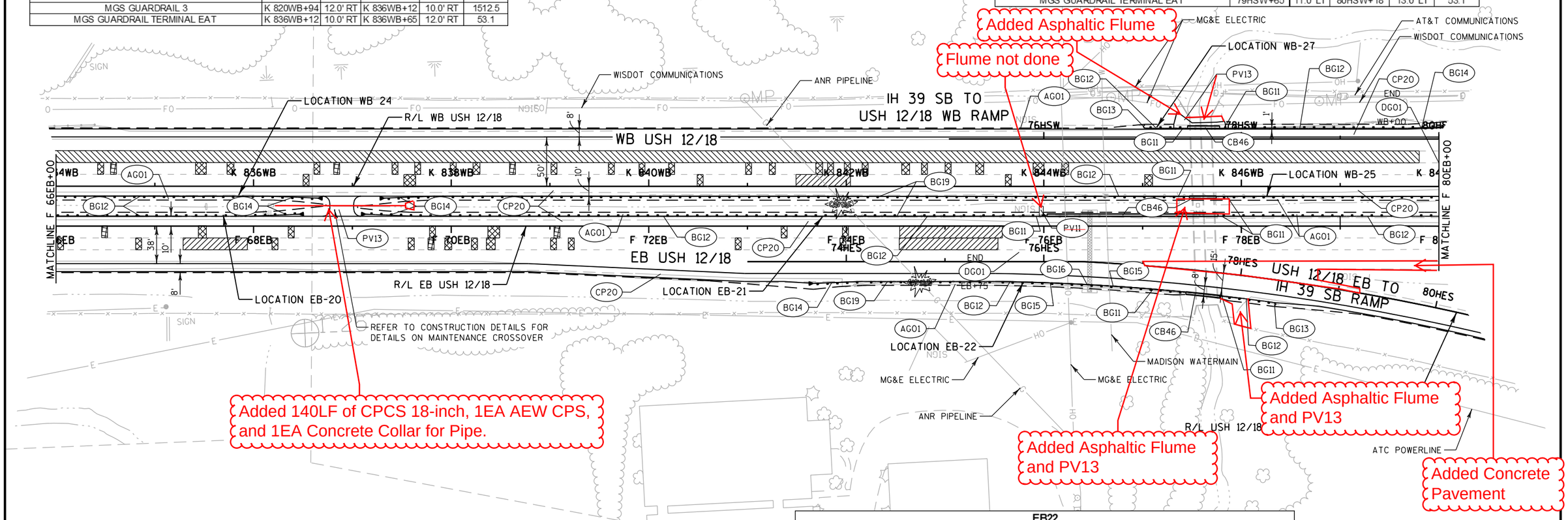
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
CONCRETE BARRIER TRANSITION SECTION 32-INCH	K 820WB+51	9.4' RT	K 820WB+57	9.4' RT	6.5
MGS THRIE BEAM TRANSITION	K 820WB+55	12.0' RT	K 820WB+94	12.0' RT	39.4
MGS GUARDRAIL 3	K 820WB+94	12.0' RT	K 836WB+12	10.0' RT	1512.5
MGS GUARDRAIL TERMINAL EAT	K 836WB+12	10.0' RT	K 836WB+65	12.0' RT	53.1

WB25

BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	K 837WB+33	12.0' RT	K 837WB+86	10.0' RT	53.1
MGS GUARDRAIL 3	K 837WB+86	10.0' RT	K 841WB+61	10.0' RT	725
MGS GUARRAIL LONG SPAN (MGS L)	K 841WB+61	10.0' RT	K 842WB+74	10.0' RT	112.5
MGS GUARDRAIL 3	K 842WB+74	10.0' RT	K 845WB+11	10.0' RT	237.5
MGS THRIE BEAM TRANSITION	K 845WB+11	10.0' RT	K 845WB+48	10.0' RT	39.4
CONCRETE BARRIER TYPE S42B	K 845WB+48	10.0' RT	K 845WB+75	10.0' RT	27
MGS THRIE BEAM TRANSITION	K 845WB+72	10.0' RT	K 845WB+80	10.0' RT	8.1
MGS GUARDRAIL 3	K 845WB+80	10.0' RT	K 850WB+05	10.0' RT	425
MGS GUARDRAIL TERMINAL EAT	K 850WB+05	10.0' RT	K 850WB+58	12.0' RT	53.1

WB27

BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	77HSW+02		10.0' LT		–
MGS GUARDRAIL 3	77HSW+02	11.0' LT	77HSW+40	11.0' LT	37.5
MGS THRIE BEAM TRANSITION	77HSW+40	11.0' LT	77HSW+48	11.0' LT	8.1
CONCRETE BARRIER TYPE S42B	77HSW+45	11.0' LT	77HSW+78	11.0' LT	33
MGS THRIE BEAM TRANSITION	77HSW+76	11.0' LT	78HSW+15	11.0' LT	39.4
MGS GUARDRAIL 3	78HSW+15	11.0' LT	79HSW+65	11.0' LT	150
MGS GUARDRAIL TERMINAL EAT	79HSW+65	11.0' LT	80HSW+18	13.0' LT	53.1

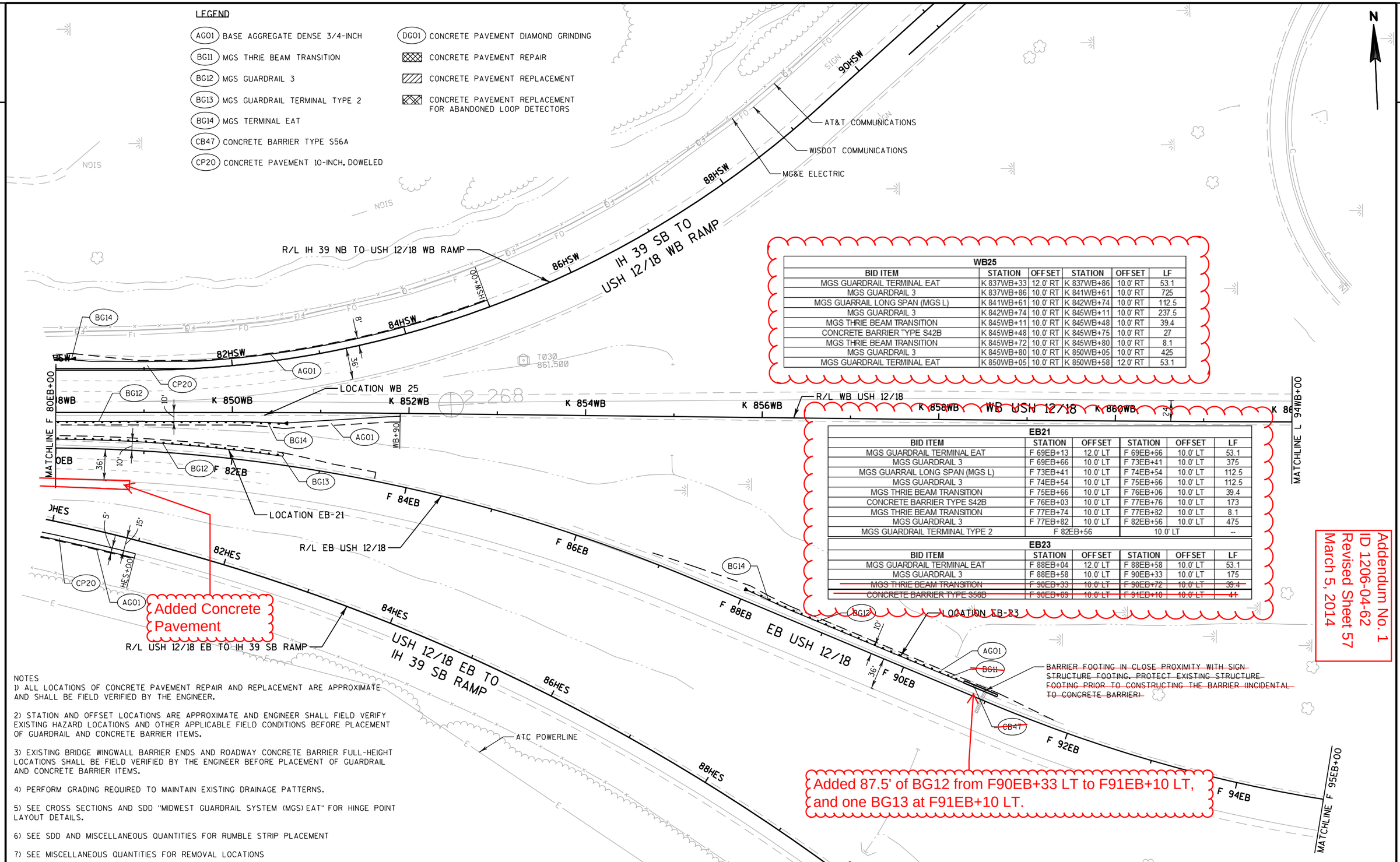


EB22

BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	73HES+67	22.0' RT	74HES+20	20.0' RT	53.1
MGS GUARRAIL LONG SPAN (MGS L)	74HES+20	20.0' RT	75HES+32	20.0' RT	112.5
MGS GUARDRAIL 3	75HES+32	20.0' RT	75HES+82	20.6' RT	50
MGS GUARDRAIL 3 HS	75HES+82	20.6' RT	76HES+07	21.5' RT	25
MGS GUARDRAIL 3 QS	76HES+07	21.5' RT	76HES+84	23.0' RT	75
MGS GUARDRAIL 3 HS	76HES+84	23.0' RT	77HES+09	23.0' RT	25
MGS THRIE BEAM TRANSITION	77HES+09	23.0' RT	77HES+49	23.0' RT	39.4
CONCRETE BARRIER TYPE S42B	77HES+46	23.0' RT	77HES+81	23.0' RT	35
MGS THRIE BEAM TRANSITION	77HES+79	23.0' RT	77HES+87	23.0' RT	8.1
MGS GUARDRAIL 3	77HES+87	23.0' RT	78HES+38	23.0' RT	50
MGS GUARDRAIL TERMINAL TYPE 2	78HES+38		23.0' RT		–

LEGEND

AGO1 BASE AGGREGATE DENSE 3/4-INCH	DGO1 CONCRETE PAVEMENT DIAMOND GRINDING
BG11 MGS THRIE BEAM TRANSITION	CONCRETE PAVEMENT REPAIR
BG12 MGS GUARDRAIL 3	CONCRETE PAVEMENT REPLACEMENT
BG13 MGS GUARDRAIL TERMINAL TYPE 2	CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS
BG14 MGS TERMINAL EAT	
CB47 CONCRETE BARRIER TYPE S56A	
CP20 CONCRETE PAVEMENT 10-INCH, DOWELED	



WB25

BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	K 837WB+33	12.0' RT	K 837WB+86	10.0' RT	53.1
MGS GUARDRAIL 3	K 837WB+86	10.0' RT	K 841WB+61	10.0' RT	725
MGS GUARRAIL LONG SPAN (MGS L)	K 841WB+61	10.0' RT	K 842WB+74	10.0' RT	112.5
MGS GUARDRAIL 3	K 842WB+74	10.0' RT	K 845WB+11	10.0' RT	237.5
MGS THRIE BEAM TRANSITION	K 845WB+11	10.0' RT	K 845WB+48	10.0' RT	39.4
CONCRETE BARRIER TYPE S42B	K 845WB+48	10.0' RT	K 845WB+75	10.0' RT	27
MGS THRIE BEAM TRANSITION	K 845WB+72	10.0' RT	K 845WB+80	10.0' RT	8.1
MGS GUARDRAIL 3	K 845WB+80	10.0' RT	K 850WB+05	10.0' RT	425
MGS GUARDRAIL TERMINAL EAT	K 850WB+05	10.0' RT	K 850WB+58	12.0' RT	53.1

EB21

BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	F 69EB+13	12.0' LT	F 69EB+56	10.0' LT	53.1
MGS GUARDRAIL 3	F 69EB+66	10.0' LT	F 73EB+41	10.0' LT	375
MGS GUARRAIL LONG SPAN (MGS L)	F 73EB+41	10.0' LT	F 74EB+54	10.0' LT	112.5
MGS GUARDRAIL 3	F 74EB+54	10.0' LT	F 75EB+56	10.0' LT	112.5
MGS THRIE BEAM TRANSITION	F 75EB+66	10.0' LT	F 76EB+06	10.0' LT	39.4
CONCRETE BARRIER TYPE S42B	F 76EB+03	10.0' LT	F 77EB+76	10.0' LT	173
MGS THRIE BEAM TRANSITION	F 77EB+74	10.0' LT	F 77EB+82	10.0' LT	8.1
MGS GUARDRAIL 3	F 77EB+82	10.0' LT	F 82EB+56	10.0' LT	475
MGS GUARDRAIL TERMINAL TYPE 2	F 82EB+56		10.0' LT		--

EB23

BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	F 88EB+04	12.0' LT	F 88EB+58	10.0' LT	53.1
MGS GUARDRAIL 3	F 88EB+58	10.0' LT	F 90EB+33	10.0' LT	175
~~MGS THRIE BEAM TRANSITION~~	~~F 90EB+33~~	~~10.0' LT~~	~~F 90EB+72~~	~~10.0' LT~~	~~39.4~~
~~CONCRETE BARRIER TYPE S56B~~	~~F 90EB+69~~	~~10.0' LT~~	~~F 91EB+10~~	~~10.0' LT~~	~~41~~

Addendum No. 1
ID 1206-04-62
Revised Sheet 57
March 5, 2014

NOTES
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3) EXISTING BRIDGE WINGWALL BARRIER ENDS AND ROADWAY CONCRETE BARRIER FULL-HEIGHT LOCATIONS SHALL BE FIELD VERIFIED BY THE ENGINEER BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

WB28

BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	K 868WB+55	35.5' LT	K 868WB+94	35.5' LT	39.4
MGS GUARDRAIL 3	K 868WB+94	35.5' LT	K 871WB+56	36.0' LT	262.5
MGS GUARDRAIL TERMINAL EAT	K 871WB+56	36.0' LT	K 872WB+09	36.0' LT	53.1

WB29

BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	K 868WB+55	6.0' RT	K 868WB+94	6.0' RT	39.4
MGS GUARDRAIL 3	K 868WB+94	6.0' RT	K 871WB+56	6.0' RT	262.5
MGS GUARDRAIL TERMINAL EAT	K 871WB+56	6.0' RT	K 872WB+09	8.0' RT	53.1

WB30

BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	K 873WB+71	36.0' LT	K 874WB+11	36.0' LT	39.4
MGS GUARDRAIL 3	K 874WB+11	36.0' LT	K 877WB+11	36.0' LT	300
MGS GUARDRAIL TERMINAL EAT	K 877WB+11	36.0' LT	K 877WB+64	38.0' LT	53.1

WB31

BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	K 873WB+71	6.0' RT	K 874WB+11	6.0' RT	39.4
MGS GUARDRAIL 3	K 874WB+11	6.0' RT	K 877WB+61	6.0' RT	350
MGS GUARDRAIL TERMINAL EAT	K 877WB+61	6.0' RT	K 878WB+14	8.0' RT	53.1

EB24

BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	98HSE+13	4.0' RT	98HSE+66	2.0' RT	53.1
MGS GUARDRAIL 3	98HSE+66	2.0' RT	100HSE+16	7.7' RT	150
MGS THRIE BEAM TRANSITION	100HSE+16	7.7' RT	100HSE+56	7.7' RT	39.4

EB25

BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	F 98EB+50	8.0' LT	F 99EB+04	6.0' LT	53.1
MGS GUARDRAIL 3	F 99EB+04	6.0' LT	F 100EB+16	6.0' LT	112.5
MGS THRIE BEAM TRANSITION	100HSE+16	7.7' LT	100HSE+56	7.7' LT	39.4

LEGEND

- AGO1 BASE AGGREGATE DENSE 3/4-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

N

MATCHLINE 109HNW+00

R/L IH 39 NB TO USH 12/18 WB RAMP

110HNW

IH 39 NB TO USH 12/18 WB RAMP 112HNW

WISDOT COMMUNICATIONS

MATCHLINE L 94WB+00

2WB

K 864WB

K 866WB

K 868WB

K 870WB WB USH 12/18

K 872WB

K 874WB

K 8

MATCHLINE L 108WB+00

R/L WB USH 12/18

LOCATION WB-28

LOCATION WB-29

LOCATION WB-30

LOCATION WB-31

BG11 BG12 AGO1 BG14

24'

36'

6'

12'

RIPRAP

INL

NOIS

SIGN

SB IH 39/90

NB IH 39/90

WISDOT COMMUNICATIONS

MATCHLINE F 95EB+00

PROFILE CURB CUT FROM POST NO. 8 TO 100 FT. IN ADVANCE OF EAT EXTRUDER HEAD

F 96EB

F 98EB

F 100EB

F 102EB

F 104EB

F 106EB

F 108EB

98HSE

100HSE

102HSE

104HSE

106HSE

108HSE

EB USH 12/18

R/L EB USH 12/18

R/L IH 39 SB TO USH 12/18 EB RAMP

LOCATION EB-24

LOCATION EB-25

LOCATION EB-26

LOCATION EB-27

IH 39 SB TO USH 12/18 EB RAMP

USH 12/18 EB TO IH 39 NB RAMP 108HEN

MATCHLINE F 109EB+00

1'

2'

8'

9'

HSE+29'

HSE+09'

Addendum No. 1
ID 1206-04-62
Revised Sheet 58
March 5, 2014

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 58	E

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

WB36					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	102HNW+92	21.0' RT	103HNW+32	21.0' RT	39.4
MGS GUARDRAIL 3	103HNW+32	21.0' RT	104HNW+60	21.0' RT	125
MGS GUARDRAIL TERMINAL EAT	104HNW+60	21.0' RT	105HNW+15	23.0' RT	53.1

WB37					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	102HNW+77	13.0' LT	103HNW+16	13.0' LT	39.4
MGS GUARDRAIL 3	103HNW+16	13.0' LT	104HNW+14	13.0' LT	100
MGS GUARDRAIL TERMINAL EAT	104HNW+14	13.0' LT	104HNW+66	15.0' LT	53.1

NOTES

1) ALL LOCATIONS OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

2) STATION AND OFFSET LOCATIONS ARE APPROXIMATE AND ENGINEER SHALL FIELD VERIFY EXISTING HAZARD LOCATIONS AND OTHER APPLICABLE FIELD CONDITIONS BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

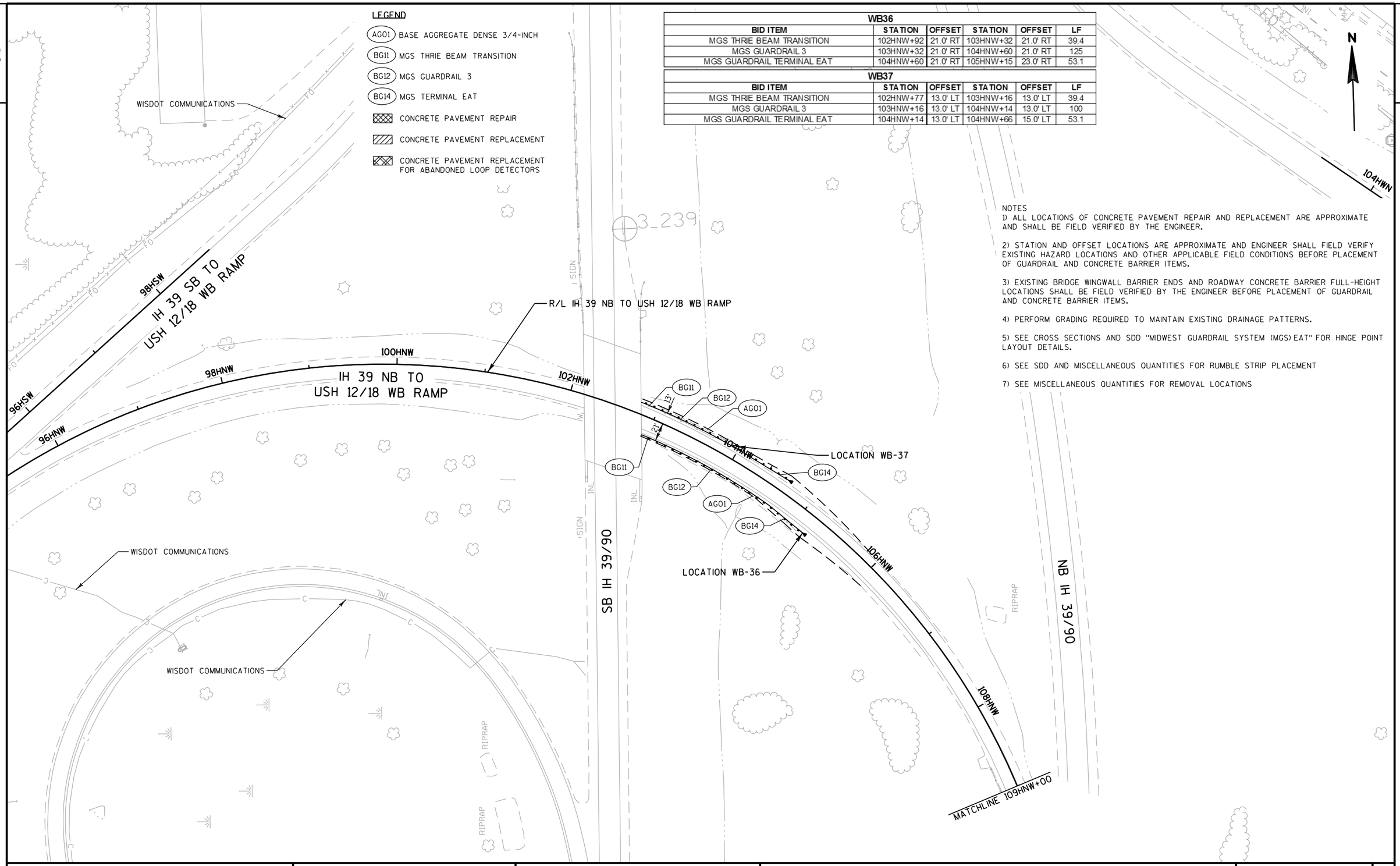
3) EXISTING BRIDGE WINGWALL BARRIER ENDS AND ROADWAY CONCRETE BARRIER FULL-HEIGHT LOCATIONS SHALL BE FIELD VERIFIED BY THE ENGINEER BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS



LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
- PV05 ASPHALTIC FLUME
- SW01 SAWING ASPHALT
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

WB30					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	K 873WB+71	36.0' LT	K 874WB+11	36.0' LT	39.4
MGS GUARDRAIL 3	K 874WB+11	36.0' LT	K 877WB+11	36.0' LT	300
MGS GUARDRAIL TERMINAL EAT	K 877WB+11	36.0' LT	K 877WB+64	38.0' LT	53.1

WB31					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	K 873WB+71	6.0' RT	K 874WB+11	6.0' RT	39.4
MGS GUARDRAIL 3	K 874WB+11	6.0' RT	K 877WB+61	6.0' RT	350
MGS GUARDRAIL TERMINAL EAT	K 877WB+61	6.0' RT	K 878WB+14	8.0' RT	53.1

WB32					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	K 880WB+43	6.0' RT	K 880WB+83	6.0' RT	39.4
MGS GUARDRAIL 3	K 880WB+83	6.0' RT	K 884WB+21	6.0' RT	337.5
MGS GUARDRAIL TERMINAL EAT	K 884WB+21	6.0' RT	K 884WB+74	8.0' RT	53.1

WB33					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS THRIE BEAM TRANSITION	K 880WB+58	35.0' LT	K 880WB+97	35.0' LT	39.4
MGS GUARDRAIL 3	K 880WB+97	35.0' LT	K 884WB+68	36.0' LT	375
MGS GUARDRAIL TERMINAL EAT	K 884WB+68	36.0' LT	K 885WB+20	38.0' LT	53.1

EB28					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	112HEN+22	14.0' RT	112HEN+74	12.0' RT	53.1
MGS GUARDRAIL 3	112HEN+74	12.0' RT	113HEN+98	12.0' RT	125
MGS THRIE BEAM TRANSITION	113HEN+98	12.0' RT	114HEN+37	12.0' RT	39.4

EB29					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL EAT	112HEN+21	34.0' LT	112HEN+76	32.0' LT	53.1
MGS GUARDRAIL 3	112HEN+76	32.0' LT	113HEN+81	32.0' LT	100
MGS THRIE BEAM TRANSITION	113HEN+81	32.0' LT	114HEN+21	32.0' LT	39.4

NOTES
1) ALL LOCATIONS OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.

2) STATION AND OFFSET LOCATIONS ARE APPROXIMATE AND ENGINEER SHALL FIELD VERIFY EXISTING HAZARD LOCATIONS AND OTHER APPLICABLE FIELD CONDITIONS BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

3) EXISTING BRIDGE WINGWALL BARRIER ENDS AND ROADWAY CONCRETE BARRIER FULL-HEIGHT LOCATIONS SHALL BE FIELD VERIFIED BY THE ENGINEER BEFORE PLACEMENT OF GUARDRAIL AND CONCRETE BARRIER ITEMS.

4) PERFORM GRADING REQUIRED TO MAINTAIN EXISTING DRAINAGE PATTERNS.

5) SEE CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR HINGE POINT LAYOUT DETAILS.

6) SEE SDD AND MISCELLANEOUS QUANTITIES FOR RUMBLE STRIP PLACEMENT

7) SEE MISCELLANEOUS QUANTITIES FOR REMOVAL LOCATIONS

LEGEND

- AGO1 BASE AGGREGATE DENSE 3/4-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG13 MGS GUARDRAIL TERMINAL TYPE 2
- BG14 MGS TERMINAL EAT
- CB46 CONCRETE BARRIER TYPE S42B
- CONCRETE PAVEMENT REPAIR
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPLACEMENT FOR ABANDONED LOOP DETECTORS

WB34					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
CONCRETE BARRIER TYPE S42B	K 890WB+66	53.4' LT	K 891WB+08	51.7' LT	43
MGS THRIE BEAM TRANSITION	K 891WB+06	51.7' LT	K 891WB+45	50.2' LT	39.4
MGS GUARDRAIL 3	K 891WB+45	50.2' LT	K 892WB+20	47.3' LT	75
MGS GUARDRAIL TERMINAL EAT	K 892WB+20	47.3' LT	K 892WB+73	47.1' LT	53.1

WB35					
BID ITEM	STATION	OFFSET	STATION	OFFSET	LF
MGS GUARDRAIL TERMINAL TYPE 2	K 890WB+53		6.0' RT		–
MGS GUARDRAIL 3	K 890WB+53	6.0' RT	K 892WB+53	6.0' RT	200
MGS GUARDRAIL TERMINAL EAT	K 892WB+53	6.0' RT	K 893WB+06	8.0' RT	53.1

N

SANITARY SEWERLINE
WATERMAIN
MG&E GASLINE
LOCATION WB-34
LOCATION WB-35
USH 12/18 WB TO IH 39 NB RAMP
WB USH 12/18
EB USH 12/18
R/L WB USH 12/18
R/L EB USH 12/18
MATCHLINE L 121WB+00
MATCHLINE F 122EB+00
122HWN
124HWN
126HWN
K 890WB
K 892WB
K 894WB
K 896WB
K 898WB
K 900WB
K 902WB
F 124EB
F 126EB
F 128EB
F 130EB
F 132EB
F 134EB
15'
10'
24'
9'

END PROJECT 1206-04-62
STA. F 126EB+95.79

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 61	E

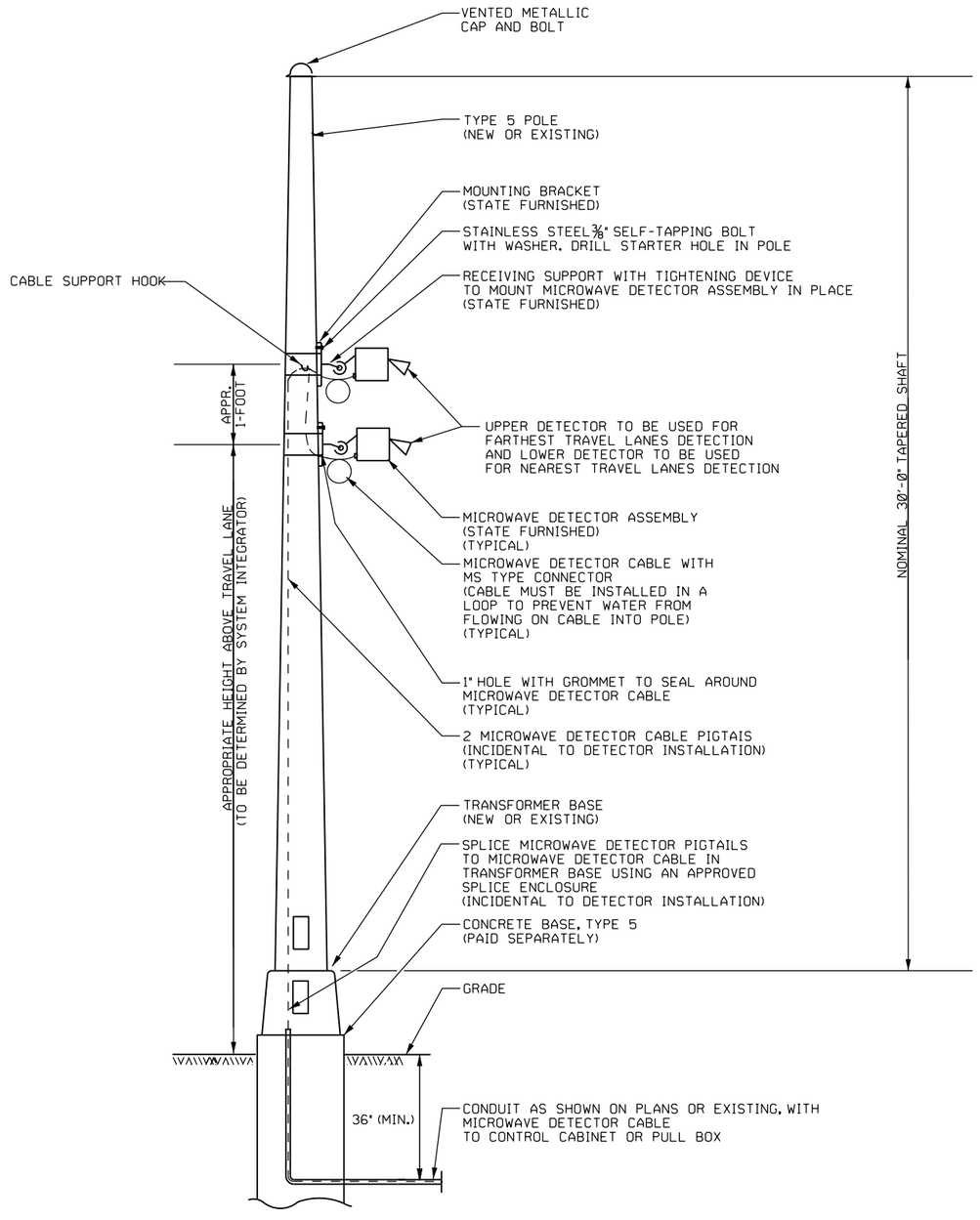
LEGEND

	EXISTING	PROPOSED
FTMS CONVENTIONAL SYMBOLS		
ITS FIELD CABINET AND BASE	▶◀	
24"X36" STEEL PULL BOX	◑	◑
FTMS (ITS) CONDUIT		
TYPE 5 POLE AND BASE		●
MICROWAVE DETECTOR		◆
MICROWAVE DETECTOR DETECTION ZONE		⬭

FTMS GENERAL NOTES

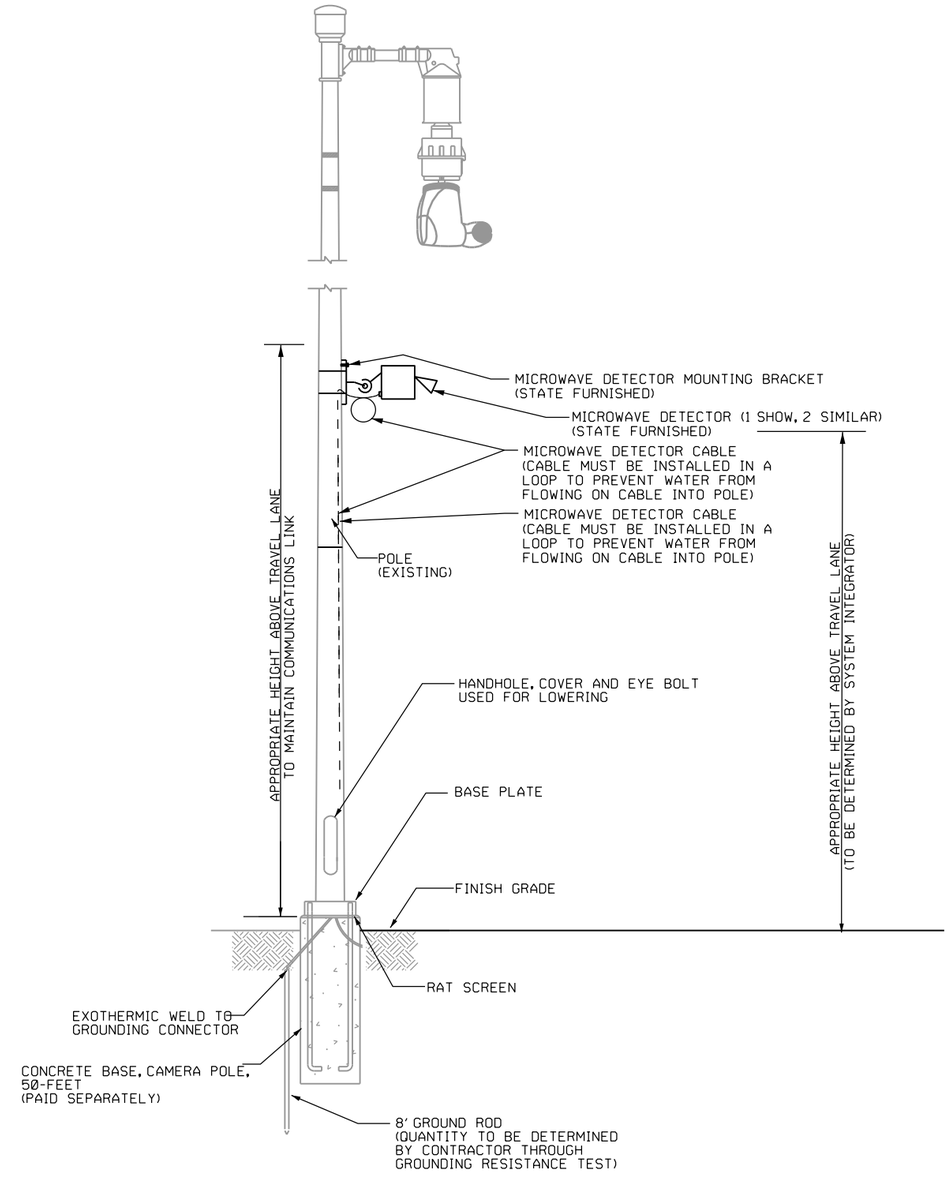
1. THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DEVELOPMENT OF THE PLANS AND TECHNICAL SPECIAL PROVISIONS. ALL SCALES, DIMENSIONS AND LOCATIONS SHOWN IN THESE PLANS ARE APPROXIMATE. ACTUAL PHYSICAL FIELD CONDITIONS SHALL PROVIDE THE BASIS FOR THE APPLICATION OF WORK SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE APPLICATION OF ALL WORK SHOWN IN THE PLANS TO THE ACTUAL PHYSICAL FIELD CONDITIONS TO PROVIDE A COMPLETE AND ACCEPTED PROJECT. IN THE EVENT THAT ACTUAL PHYSICAL FIELD CONDITIONS AFFECT OR PREVENT THE APPLICATION OR PROGRESSION OF ANY WORK SHOWN IN THE PLANS OR TECHNICAL SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY, AND PRIOR TO ANY FURTHER WORK ACTIVITY. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY LOCATION CHANGES OTHER THAN MINOR ADJUSTMENTS.
2. BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.
3. BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUITS, PULLBOXES, POLES, CABINET FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED. THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.
4. NO TREES (AND/OR SHRUBS) SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
5. AREAS WITHIN THE RIGHT-OF-WAY DISTURBED SPECIFICALLY FOR FTMS CONSTRUCTION SHALL BE RESTORED TO THE ORIGINAL CONDITION WITH TOPSOIL, FERTILIZER, SEED, AND EROSION MAT, AND SHALL BE INCLUDED IN THE COST OF INSTALLING FTMS ITEMS. RESTORATION FOR AREAS DISTURBED FOR OTHER CONSTRUCTION OPERATIONS BUT ALSO CONTAINING FTMS CONSTRUCTION SHALL BE DONE ACCORDING TO REQUIREMENTS AND PAYMENT PROVISIONS FOR THE OTHER CONSTRUCTION OPERATIONS.
6. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
7. DUE TO RAMP, LANE, SHOULDER CLOSURE RESTRICTIONS, AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT.
8. THE CONTRACTOR IS FULLY RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTS IN THE AREA.
9. THE CONTRACTOR SHALL CONTACT THE WISDOT STATEWIDE TRAFFIC OPERATIONS CENTER AT (414) 227-2166 FIVE (5) WORKING DAYS PRIOR TO ENTERING ANY EXISTING WISDOT FTMS OR ITS CABINET.
10. ALL LOOP DETECTORS ARE STATIONED TO CENTER OF LEADING EDGE AS APPROACHED BY NORMAL VEHICLE PATH.
11. HAND DIG TRENCHES CROSSING EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE.
12. VISUALLY VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE OR SPECIAL METHOD.

2

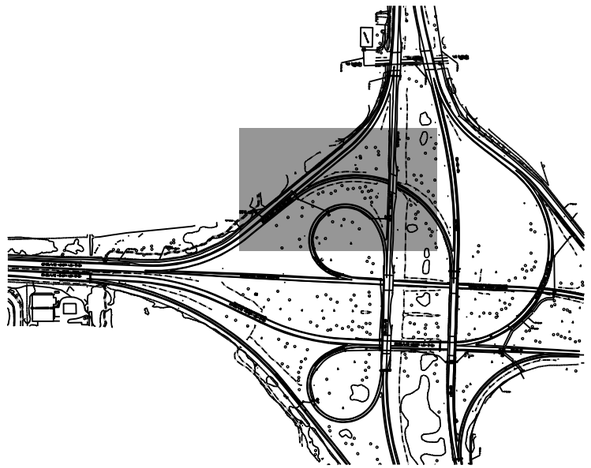


MICROWAVE DETECTOR INSTALLATION
ON TYPE 5 POLE

2



MICROWAVE DETECTOR ON EXISTING CAMERA POLE



SHEET LOCATION INDEX

SB I-39/I-90

N

DP03
(1) TYPE 5 CONCRETE BASE
(1) 11-1/2-INCH BOLT CIRCLE TRANSFORMER BASE
(1) ALUMINUM TYPE 5 POLE
(1) MICROWAVE DETECTOR (S-F)

(2) 2-INCH NONMETALLIC CONDUITS
(1) WITH (1) MICROWAVE DETECTOR CABLE

IN EXISTING CONDUIT
(1) MICROWAVE DETECTOR CABLE
AND REMOVE (4) LDLIC

EB I-39/I-90

SB I-90 RAMP TO WB USH 12/18
NB I-90 RAMP TO WB USH 12/18

EXPB01

IN EXISTING CONDUIT
(1) MICROWAVE DETECTOR CABLE
AND REMOVE (4) LDLIC

EXPB02

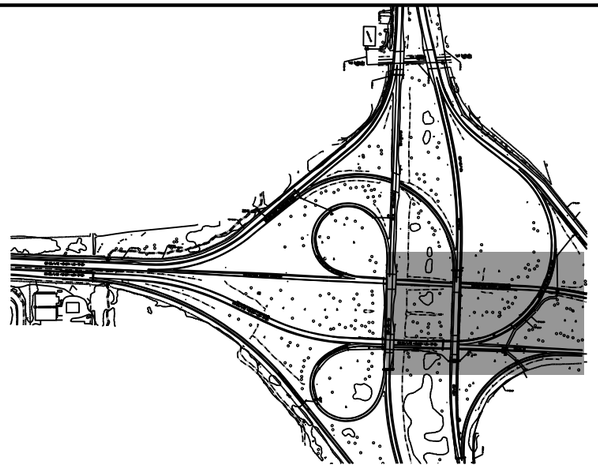
EXPB03

(1) INSTALL PROPOSED CONDUIT
INTO EXISTING PULL BOX

EXCB-SDS-13-0034
(2) MICROWAVE DETECTOR LOOP EMULATION CARDS (S-F)

2

PROJECT NO:1206-04-62	HWY: IH 39 / 90	COUNTY:DANE	FTMS PLAN SHEETS	SHEET 65	E



SHEET LOCATION INDEX

WB BELTLINE HIGHWAY (USH12/18)

EB USH 12/18 RAMP TO NB I-90

N

EB I-39/I-90

EB BELTLINE HIGHWAY (USH 12/18)

EB US 18

EXPB07

REMOVE (2) LDLIC

IN EXISTING CONDUIT
(3) MICROWAVE DETECTOR CABLES
AND REMOVE (7) LDLIC

EXPB04

(1) INSTALL PROPOSED CONDUIT
INTO EXISTING PULL BOX

EXPB05

DP04

(1) TYPE 5 CONCRETE BASE
(1) 11-1/2-INCH BOLT CIRCLE TRANSFORMER BASE
(1) ALUMINUM TYPE 5 POLE
(3) MICROWAVE DETECTORS (S-F)

IN EXISTING CONDUIT
(3) MICROWAVE DETECTOR CABLES
AND REMOVE (7) LDLIC

EXPB06

(2) 2-INCH NONMETALLIC CONDUITS
(1) WITH (3) MICROWAVE DETECTOR CABLES

EXCB-SDS-13-0035
(5) MICROWAVE DETECTOR LOOP EMULATION CARDS

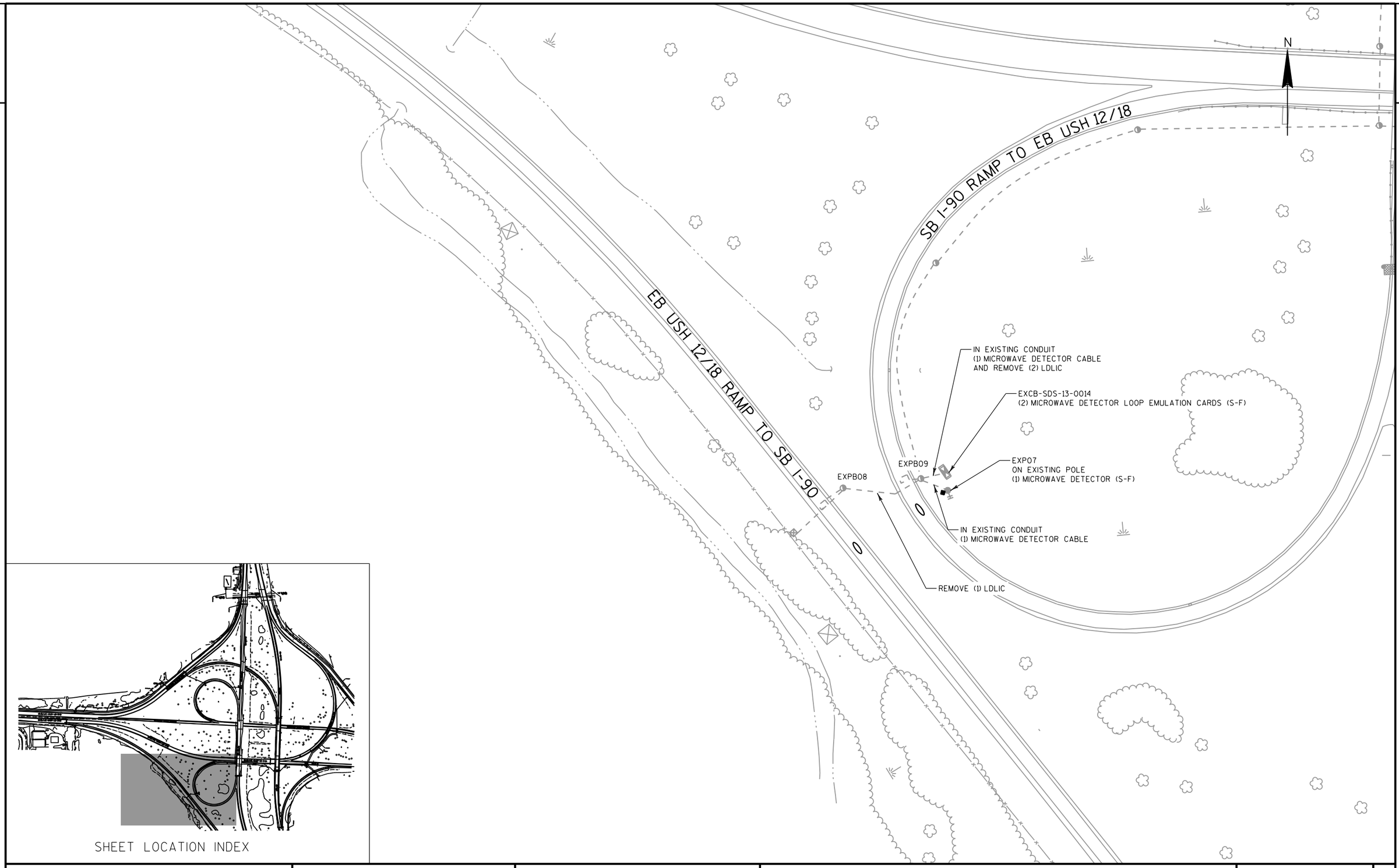
REMOVE (1) LDLIC

PROJECT NO: 1206-04-62	HWY: IH 39 / 90	COUNTY: DANE	FTMS PLAN SHEETS	SHEET	E

FILE NAME : \\mlww400\ingrproj\59271\12060462_3990beltline\cds\3990bl_fm10.dgn PLOT DATE : 10/28/2013 PLOT BY : PKutz PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2



SHEET LOCATION INDEX

PROJECT NO: 1206-04-62	HWY: IH 39 / 90	COUNTY: DANE	FTMS PLAN SHEETS	SHEET 67	E

2

2

N

TODD DR. WB ENTRANCE RAMP

EXCCTV-13-0025
(1) MICROWAVE DETECTOR (S-F)

TODD DR.

DAMON RD.

EXCB-RM-13-0006
(3) LOOP DETECTOR EMULATION CARDS (S-F)

WB BELTLINE HIGHWAY (USH 12/14/18/151)

IN EXISTING CONDUIT
(1) MICROWAVE DETECTOR CABLE

EB BELTLINE HIGHWAY (USH 12/14/18/151)

SERVICE RD.

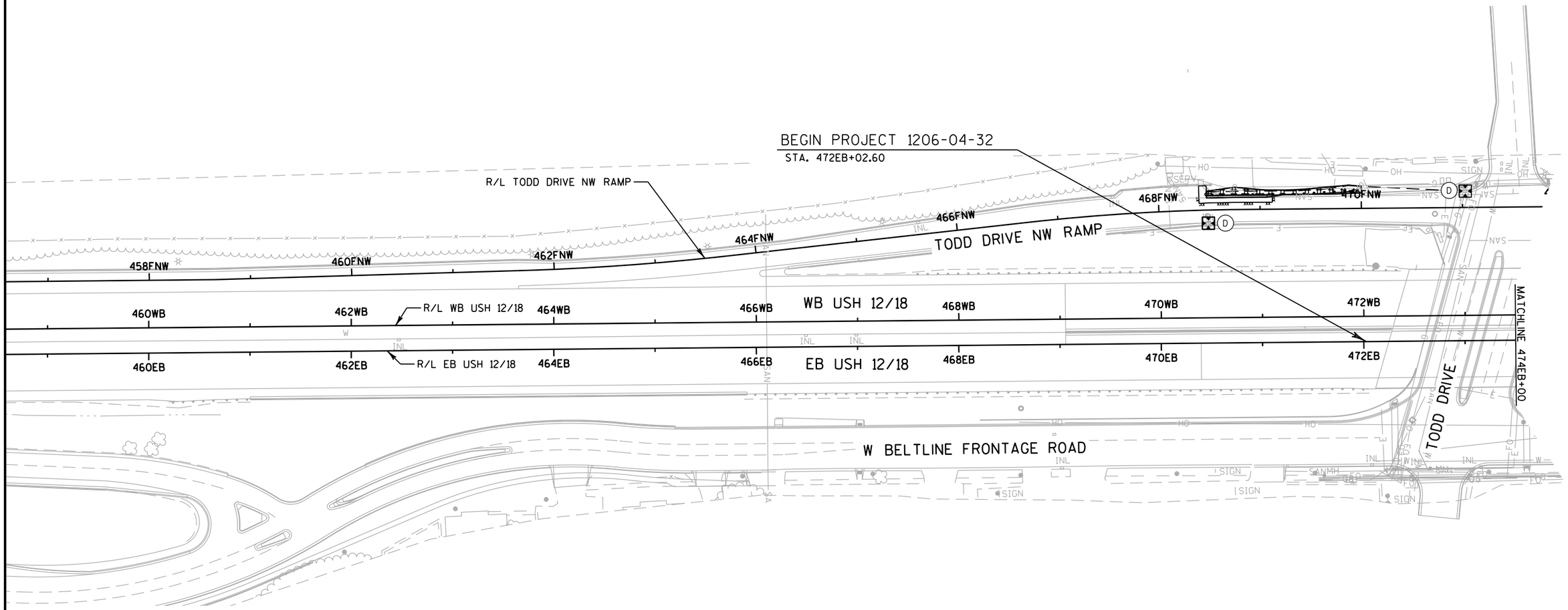
PROJECT NO: 1206-04-62	HWY: IH 39 / 90	COUNTY: DANE	FTMS PLAN SHEETS	SHEET 68	E

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WISDOT/CADDS SHEET 42

2

N



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

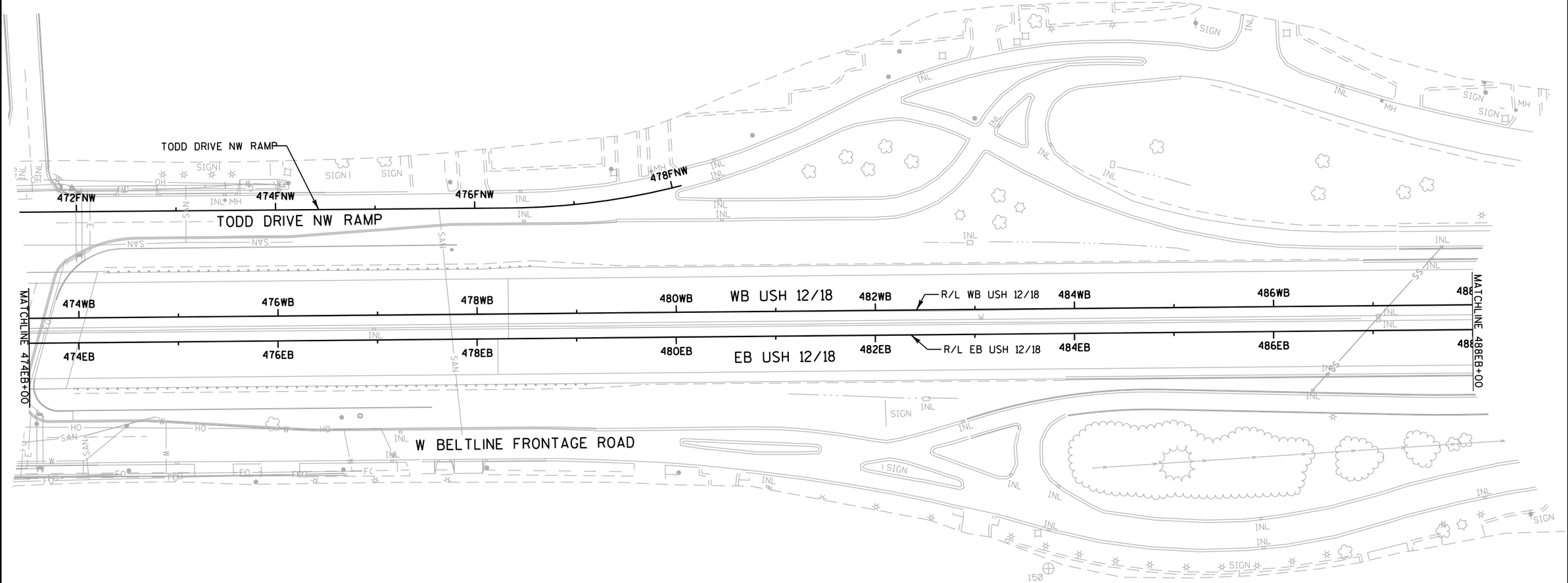
EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 69	E

2

N



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 70	E

2

N

47DA1283/BDA-0254
BRYANT CEMETERY
UN-CATALOGED ARCHAEOLOGICAL SITE

W BELTLINE FRONTAGE ROAD

MATCHLINE 488EB+00

488WB 490WB 492WB 494WB 496WB 498WB 500WB 502WB

WB USH 12/18

R/L WB USH 12/18

490EB 492EB 494EB 496EB 498EB 500EB 502EB

EB USH 12/18

R/L EB USH 12/18

MATCHLINE 503EB+00

WISCONSIN & SOUTHERN RAILROAD

W BELTLINE FRONTAGE ROAD

NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

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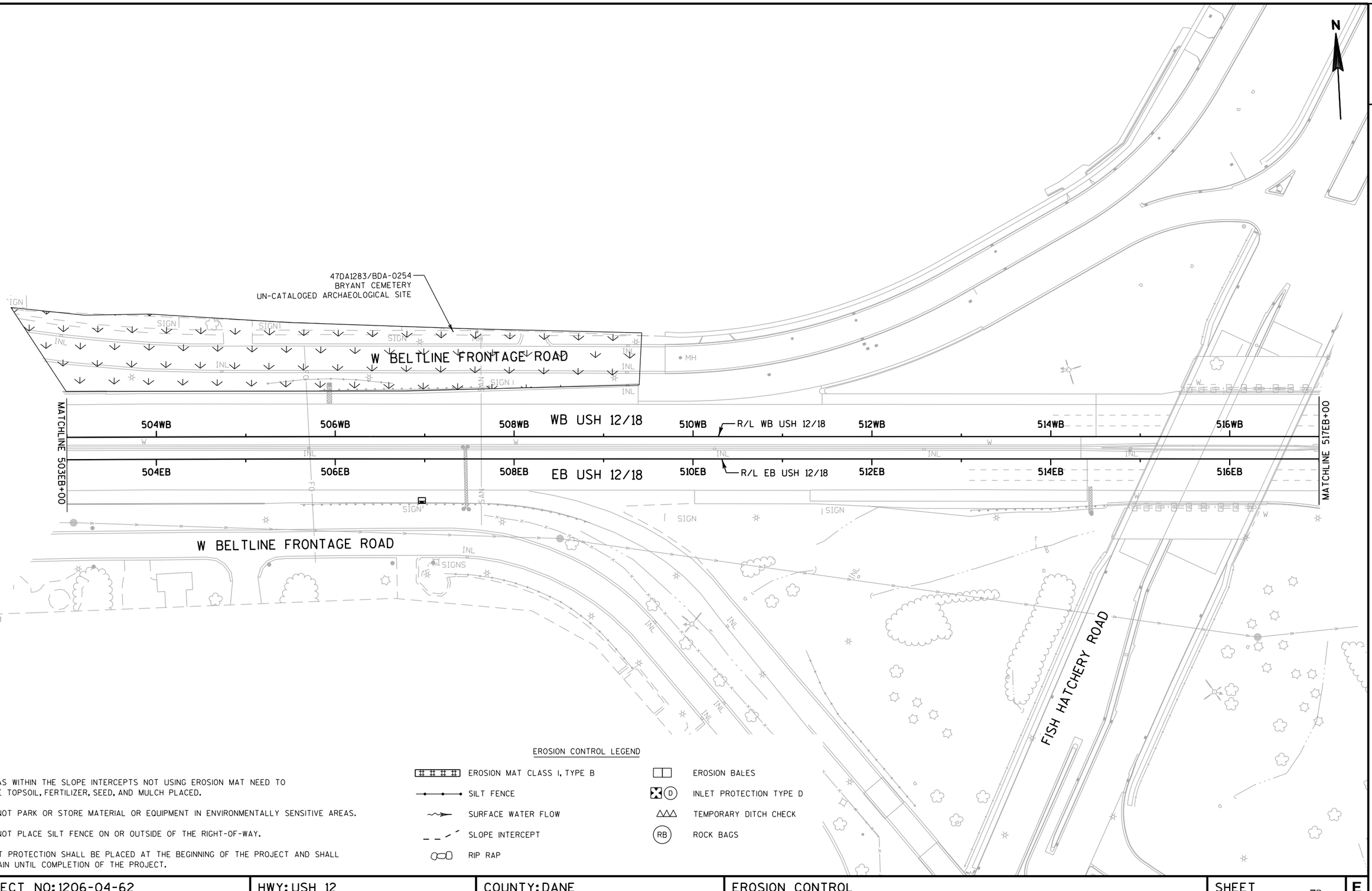
4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 71	E

2



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

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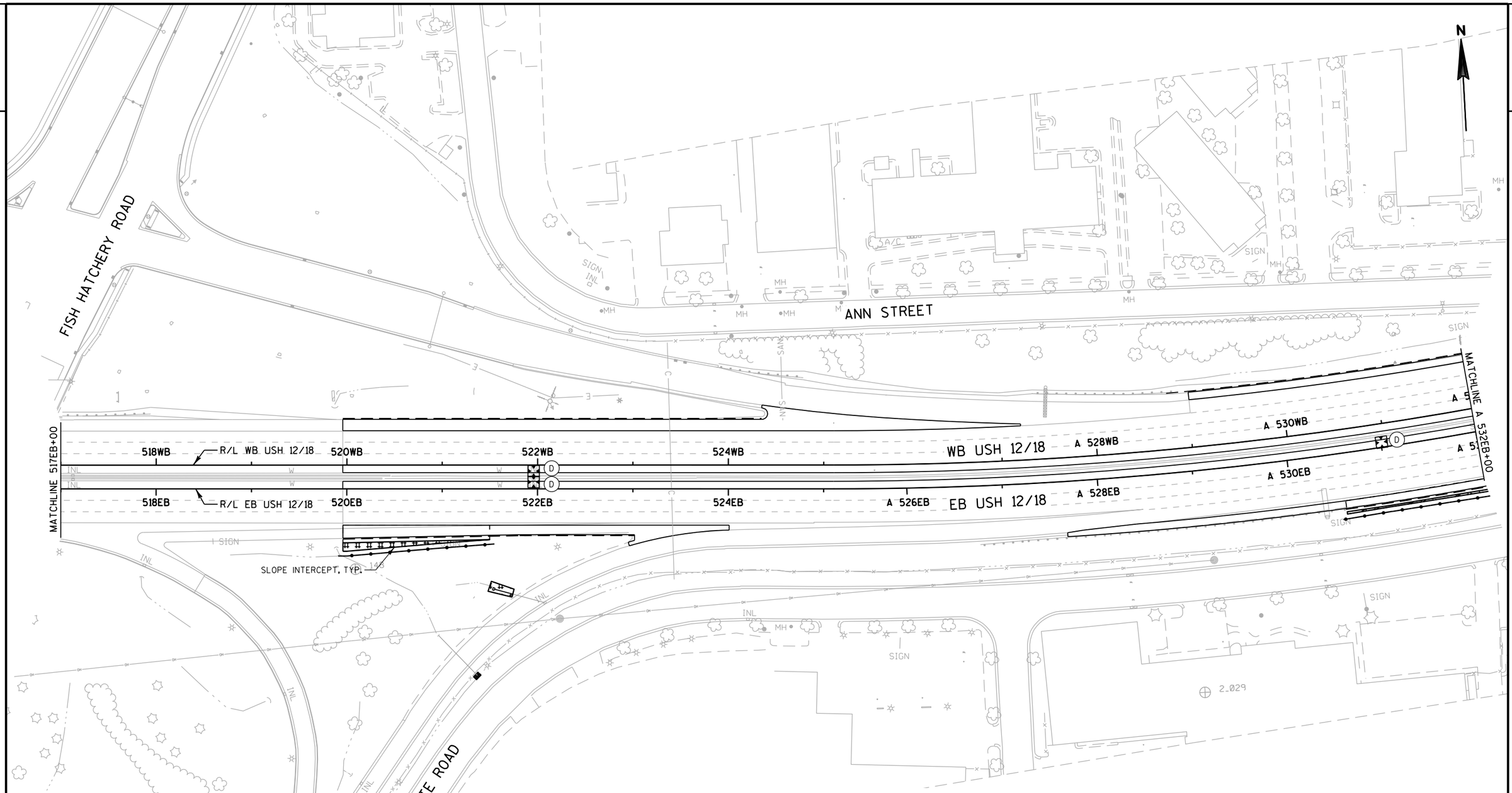
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EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 72	E

2



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

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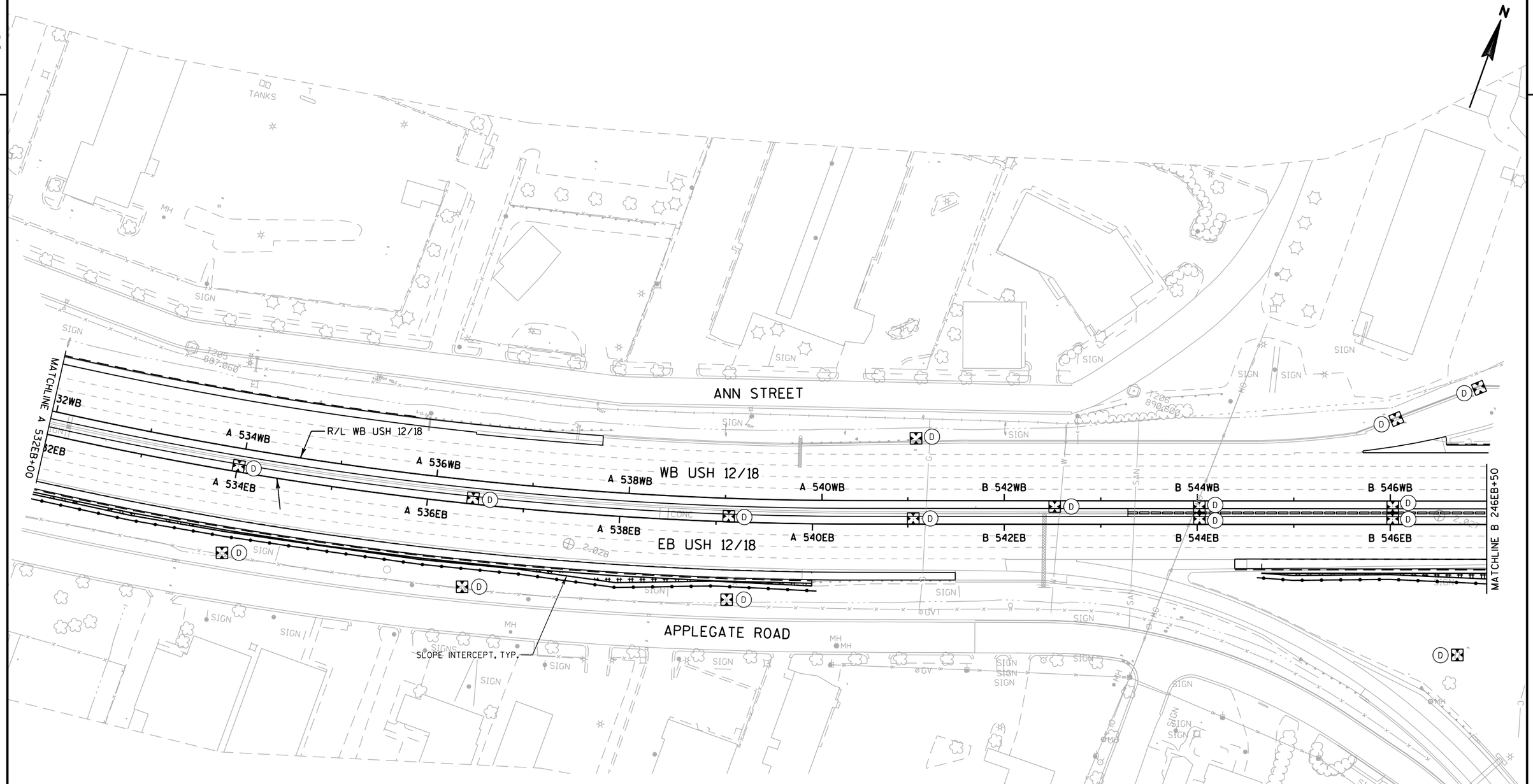
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EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 73	E

2



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

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EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\022009_ec.dgn PLOT DATE : 1/7/2014 PLOT BY : nbennett PLOT NAME : PLOT SCALE : 100:1

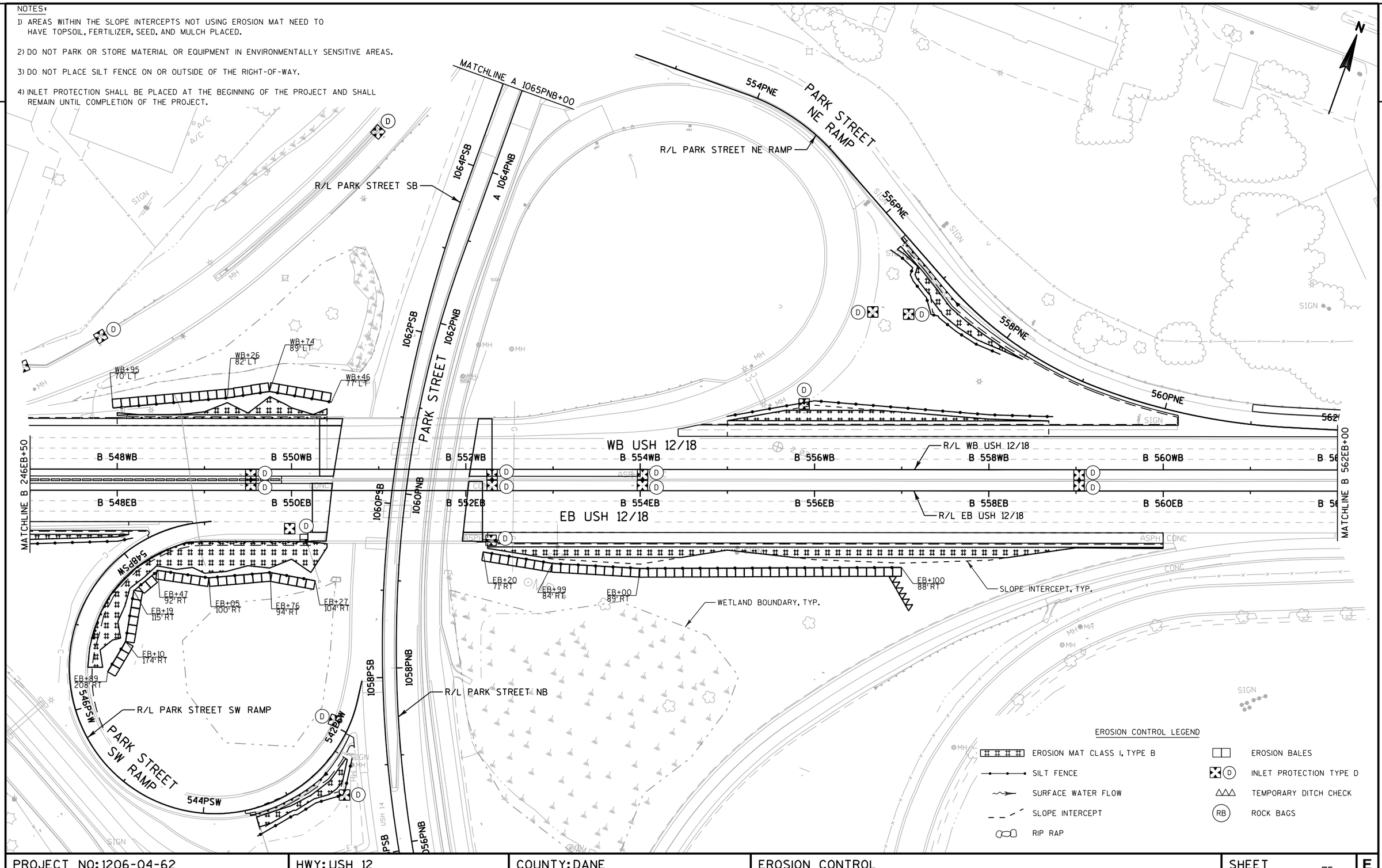
NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.



PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\022010_ec.dgn PLOT DATE : 1/7/2014 PLOT BY : nbennett PLOT NAME : PLOT SCALE : 100:1

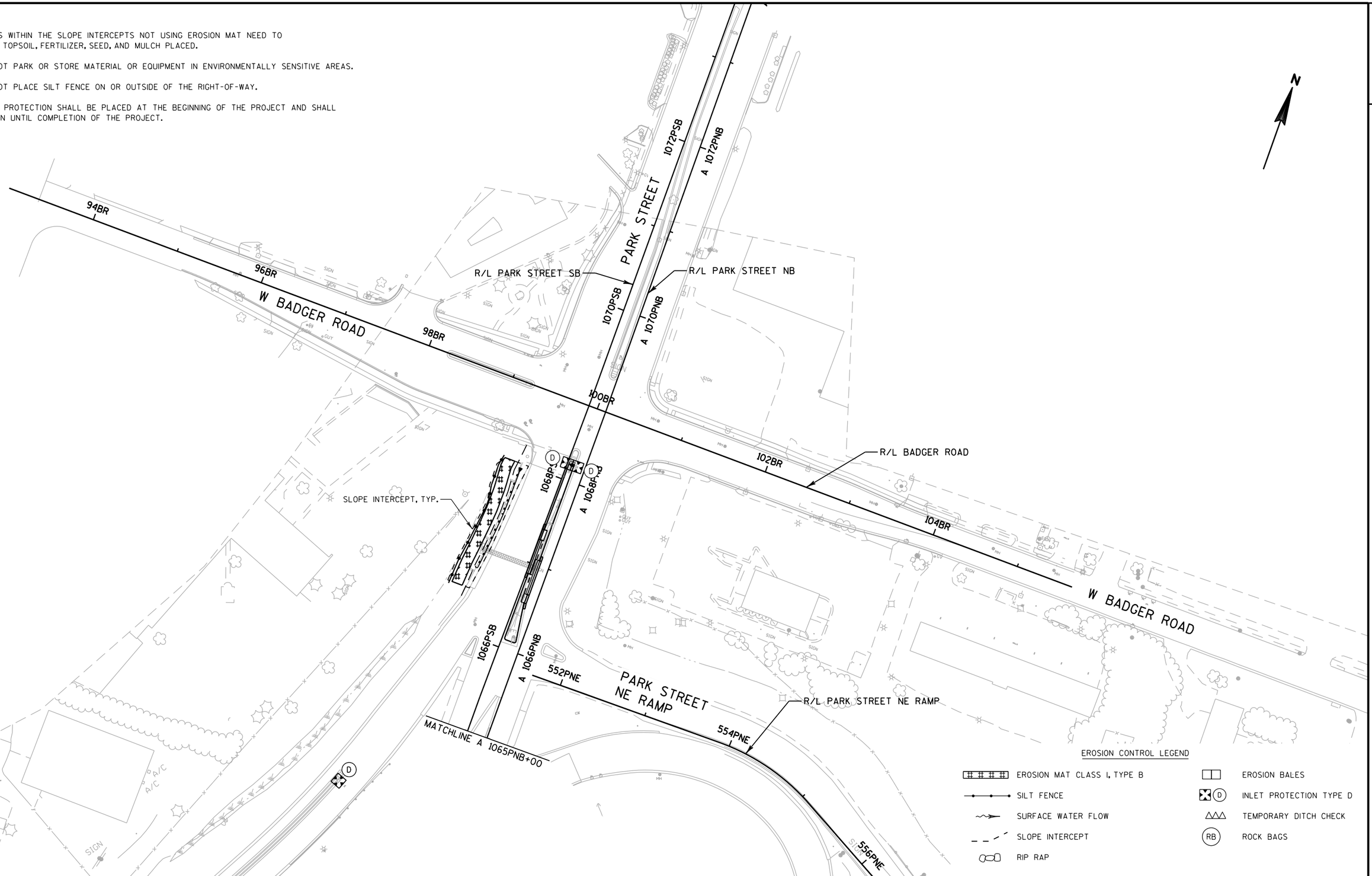
NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

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4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.



PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 76	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\022011_ec.dgn PLOT DATE : 1/7/2014 PLOT BY : nbennett PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

W BADGER ROAD

CIRCLE DRIVE

E BADGER ROAD

UNION PACIFIC RAILROAD

MATCHLINE B 562EB+00

MATCHLINE B 576EB+00

WB USH 12/18

EB USH 12/18

R/L WB USH 12/18

R/L EB USH 12/18

B 562WB

B 564APNE

B 564WB

B 566WB

B 568WB

B 570WB

B 572WB

B 574WB

B 562EB

B 564EB

B 566EB

B 568EB

B 570EB

B 572EB

B 574EB

SIGN

MH

GV

2-025

2-024

D

NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

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3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

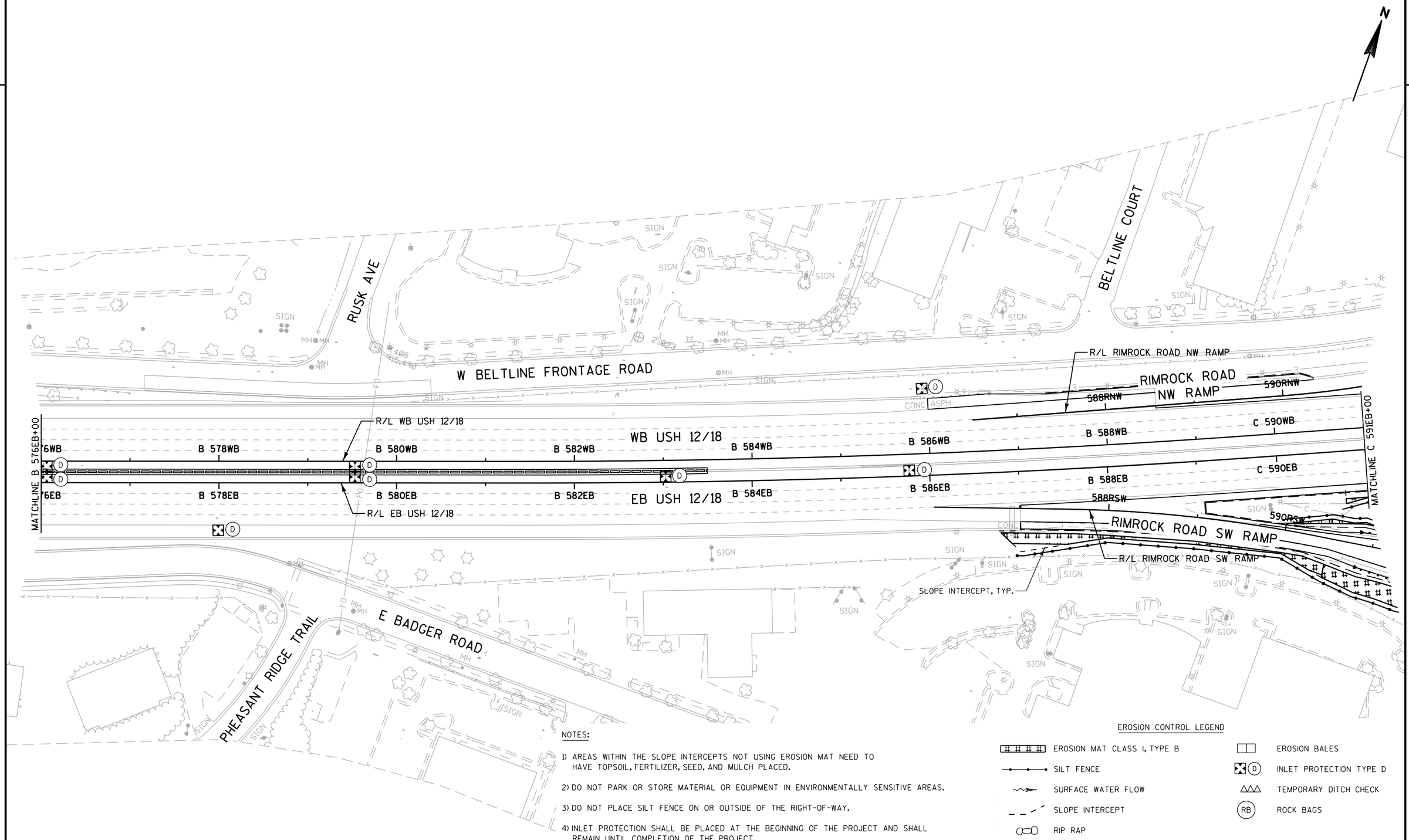
4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- D — INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- RB — ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 77	E

2



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

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3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

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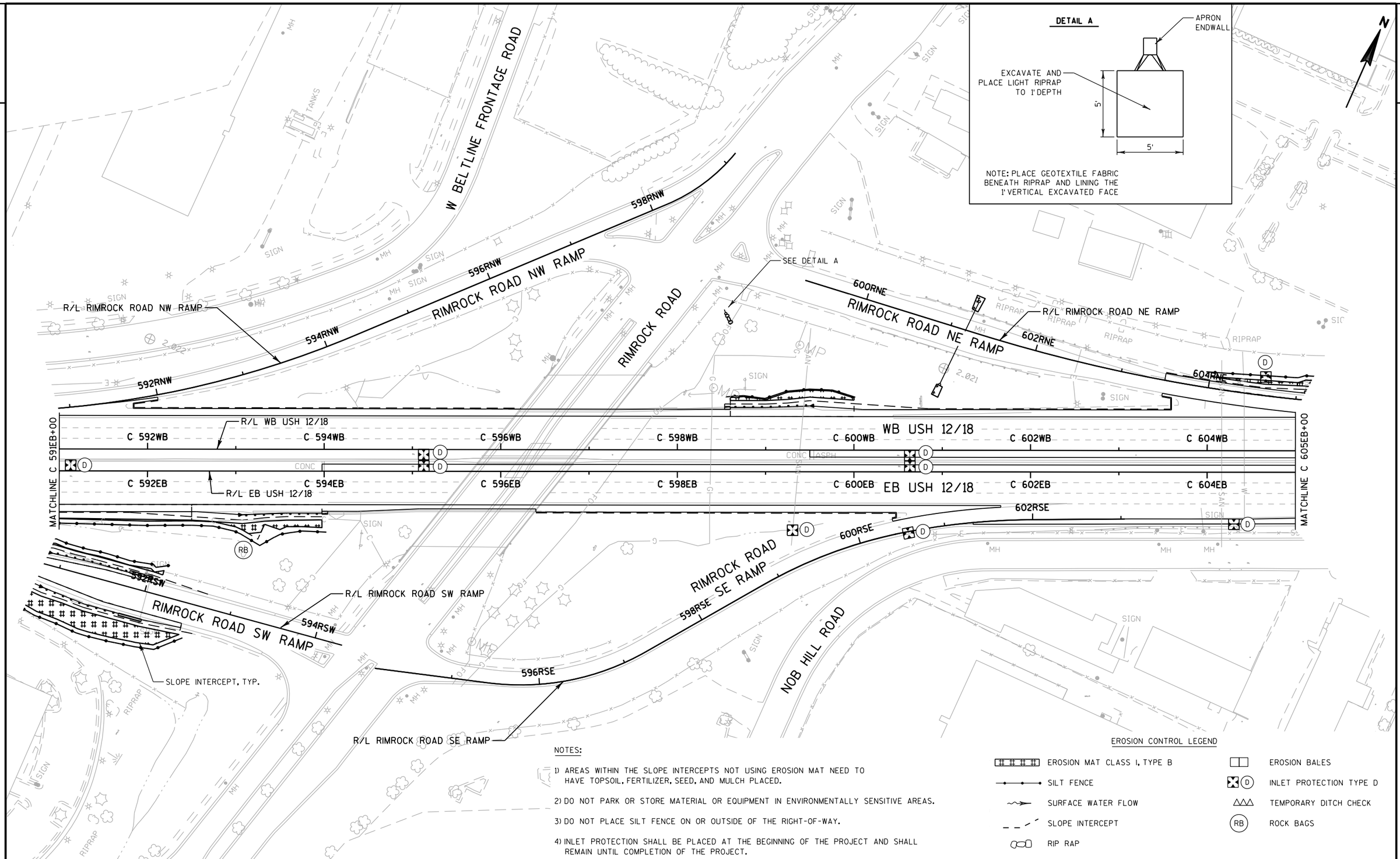
EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\022013_ec.dgn PLOT DATE : 1/7/2014 PLOT BY : nbennett PLOT NAME : PLOT SCALE : 100:1

2



NOTES:

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EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 79	E

2

N

14JNI

16JNW

47DA141/BDA-0391
TURVILLE BAY MARSH MOUNTS
UN-CATALOGED ARCHAEOLOGICAL SITE

SLOPE INTERCEPT, TYP.

R/L JOHN NOLEN NW RAMP

JOHN NOLEN NW RAMP

18JNW

60SRNE

60SRNF

MATCHLINE C 605EB+00

C 606WB

C 606EB

C 608WB

C 608EB

R/L WB USH 12/18

R/L EB USH 12/18

C 610WB

C 610EB

WB USH 12/18

EB USH 12/18

C 612WB

C 612EB

C 614WB

C 614EB

D 616WB

D 616EB

D 618WB

D 618EB

D 62

MATCHLINE D 620EB+00

NOB HILL ROAD

BADGER LANE

SIGN

MH

SS

INL

47DA141/BDA-0391
TURVILLE BAY MARSH MOUNTS
UN-CATALOGED ARCHAEOLOGICAL SITE

NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

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EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 80	E

NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

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4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

N

JOHN NOLEN NE RAMP

WISCONSIN & SOUTHERN RAILROAD

R/L JOHN NOLEN NE RAMP

R/L WB USH 12/18

WB USH 12/18

EB USH 12/18

R/L EB USH 12/18

SLOPE INTERCEPT, TYP.

MATCHLINE D 620EB+00

MATCHLINE E 24EB+00

JOHN NOLEN DRIVE

JOHN NOLEN SE RAMP

R/L JOHN NOLEN SE RAMP

JOHN NOLEN SW RAMP

R/L JOHN NOLEN SW RAMP

NOB HILL ROAD

EB+69
218' RT

EB+20
271' RT

EB+07
334' RT

EB+45
326' RT

EB+99
325' RT

WETLAND BOUNDARY, TYP.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 81	E

2

N

NANA LANE

WB USH 12/18

EB USH 12/18

R/L WB USH 12/18

R/L EB USH 12/18

MATCHLINE E 24EB+00

MATCHLINE E 39EB+00

E 24WB

E 26EB

E 28EB

E 30EB

E 32EB

E 34EB

E 36EB

E 38EB

E 636WB

E 638WB

E 640WB

E 642WB

E 644WB

E 646WB

E 648WB

SLOPE INTERCEPT, TYP.

ROYAL AVENUE

106

NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

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3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

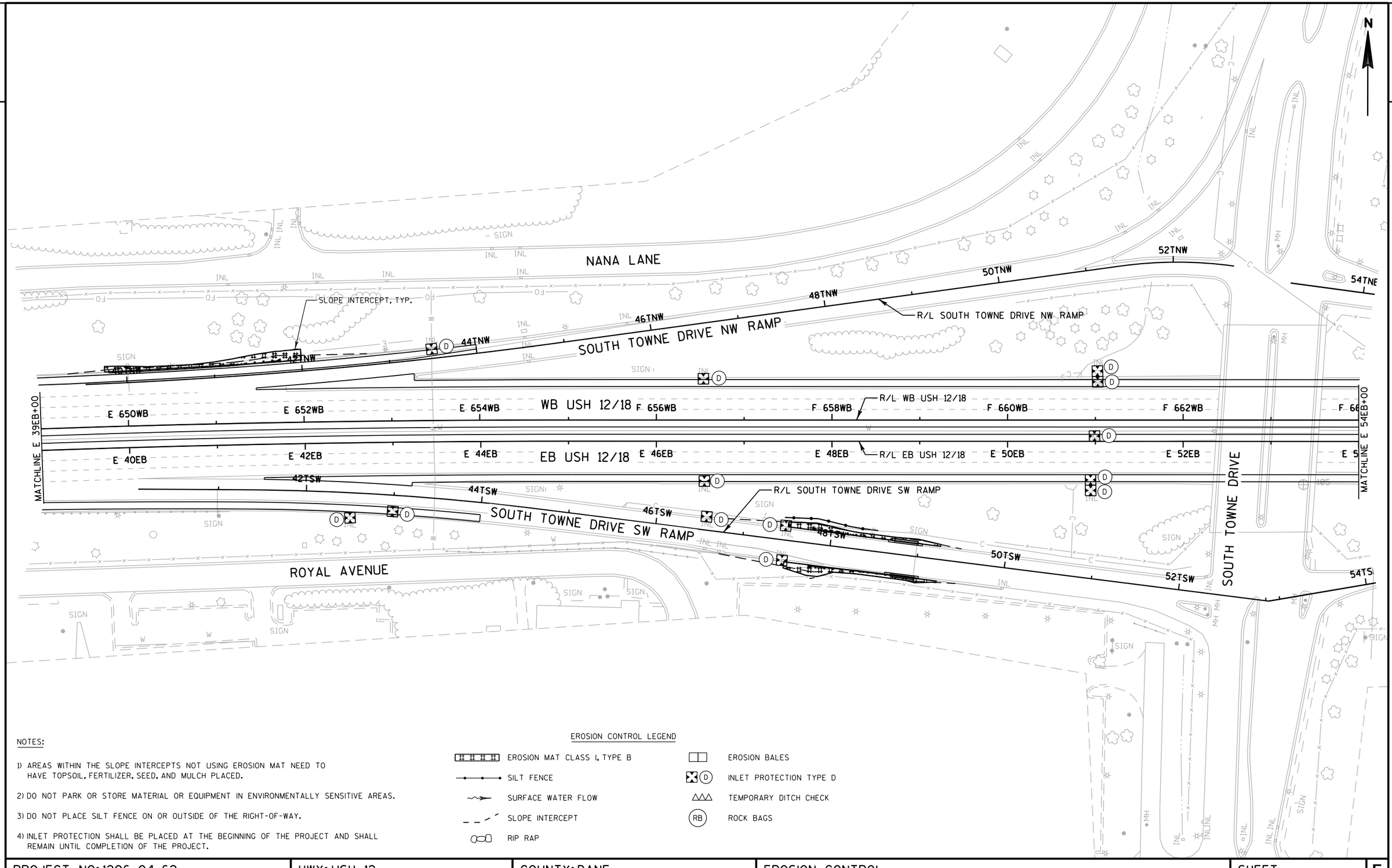
4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- ROCK BAGS (RB)

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 82	E

2



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

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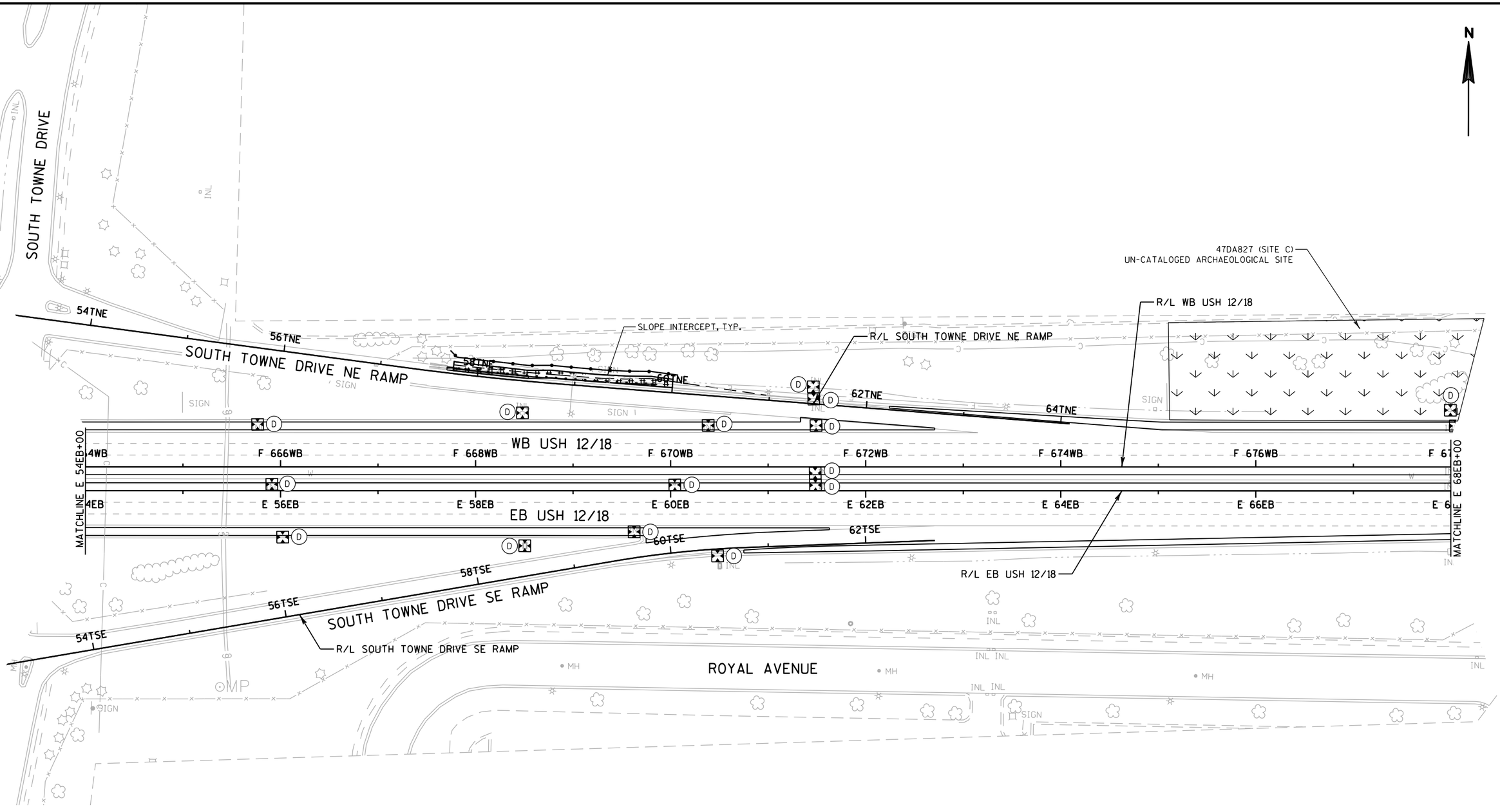
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EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 83	E

2



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

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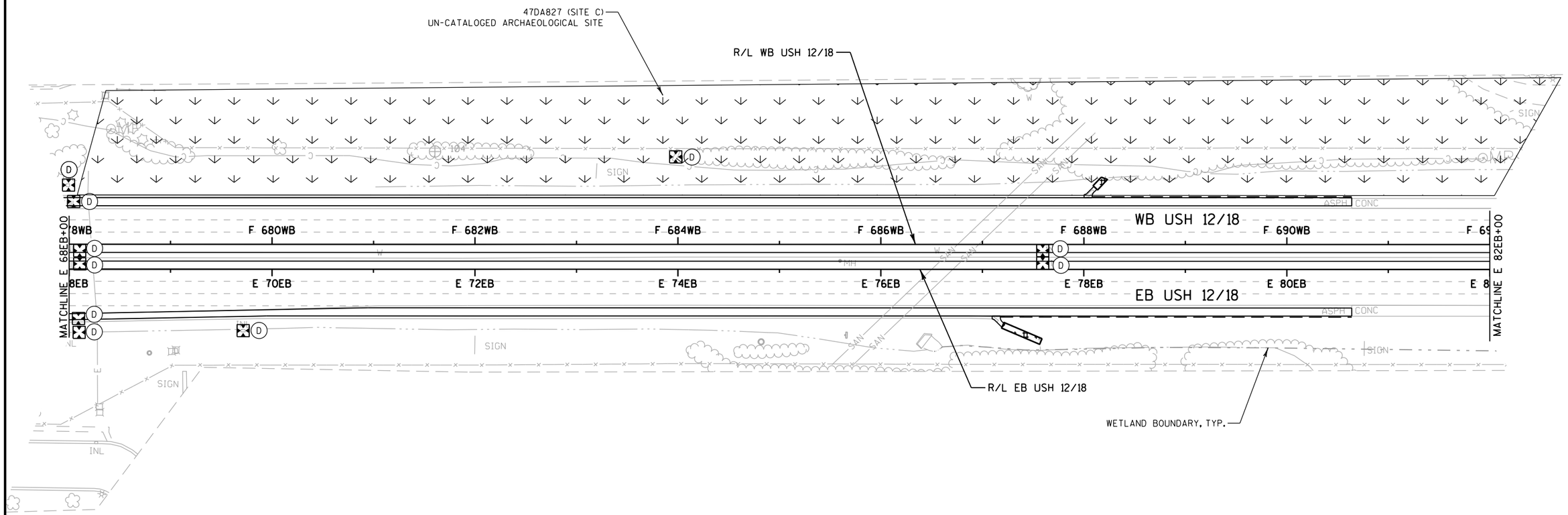
EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 84	E

2

N



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

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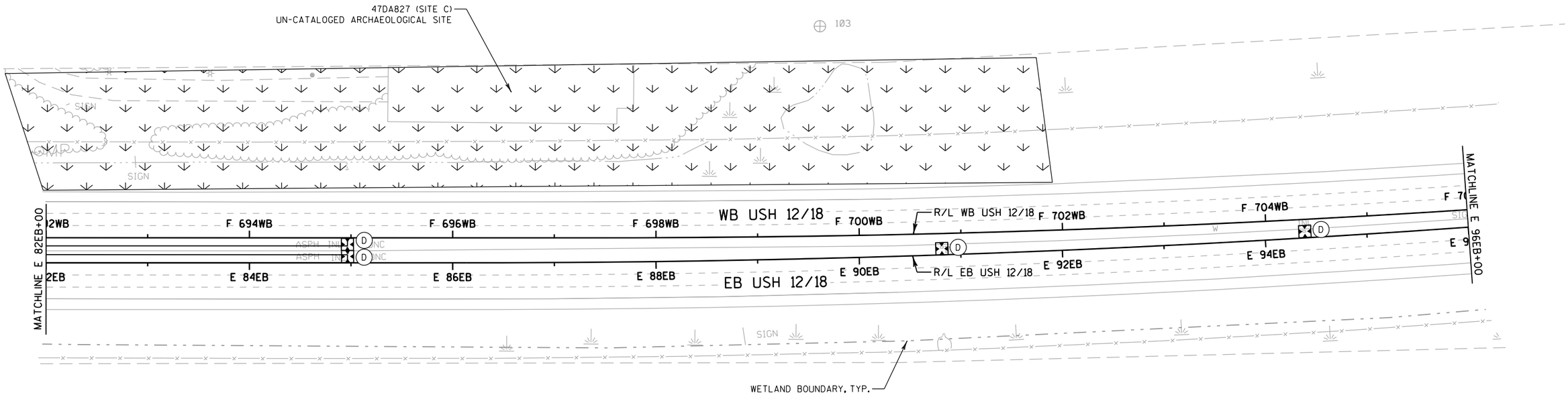
EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 85	E

2

N



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

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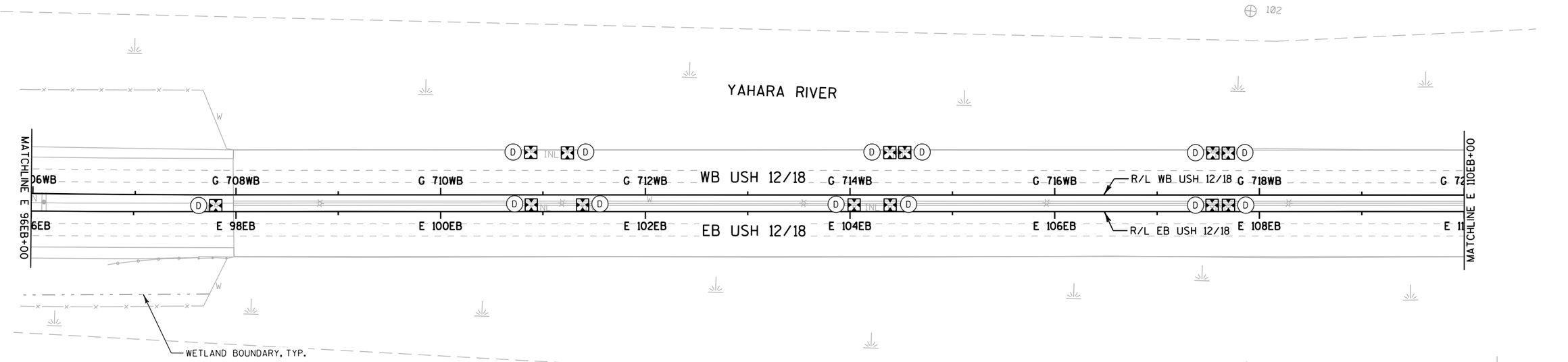
EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 86	E

2

N



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

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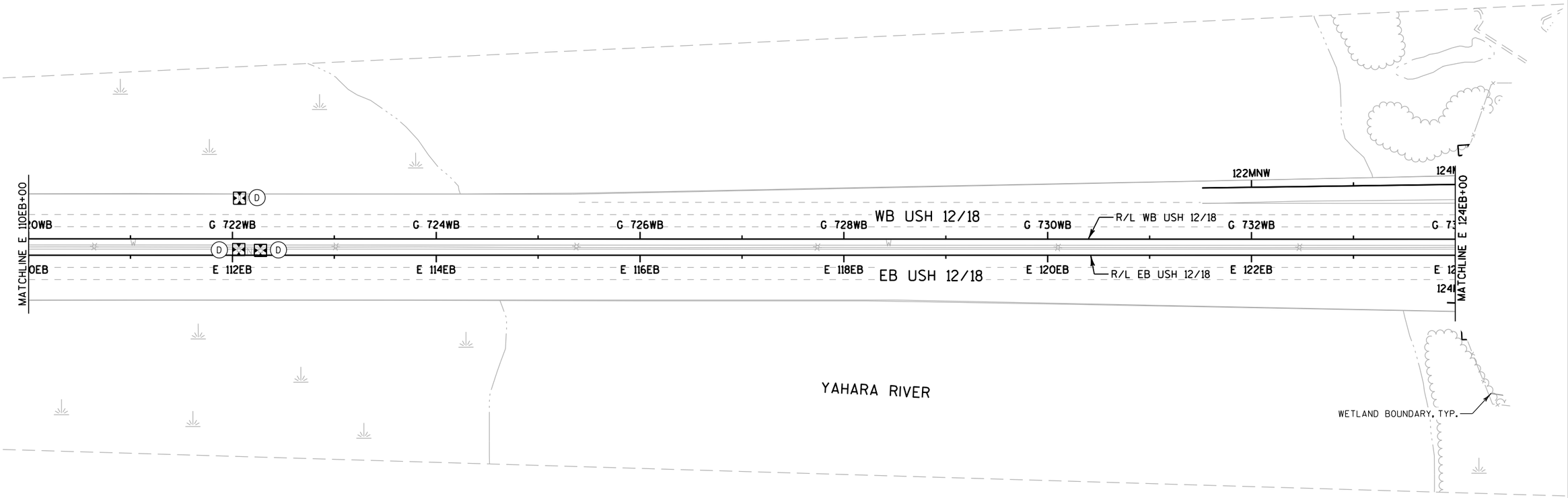
EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 87	E

2

N



NOTES:

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4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

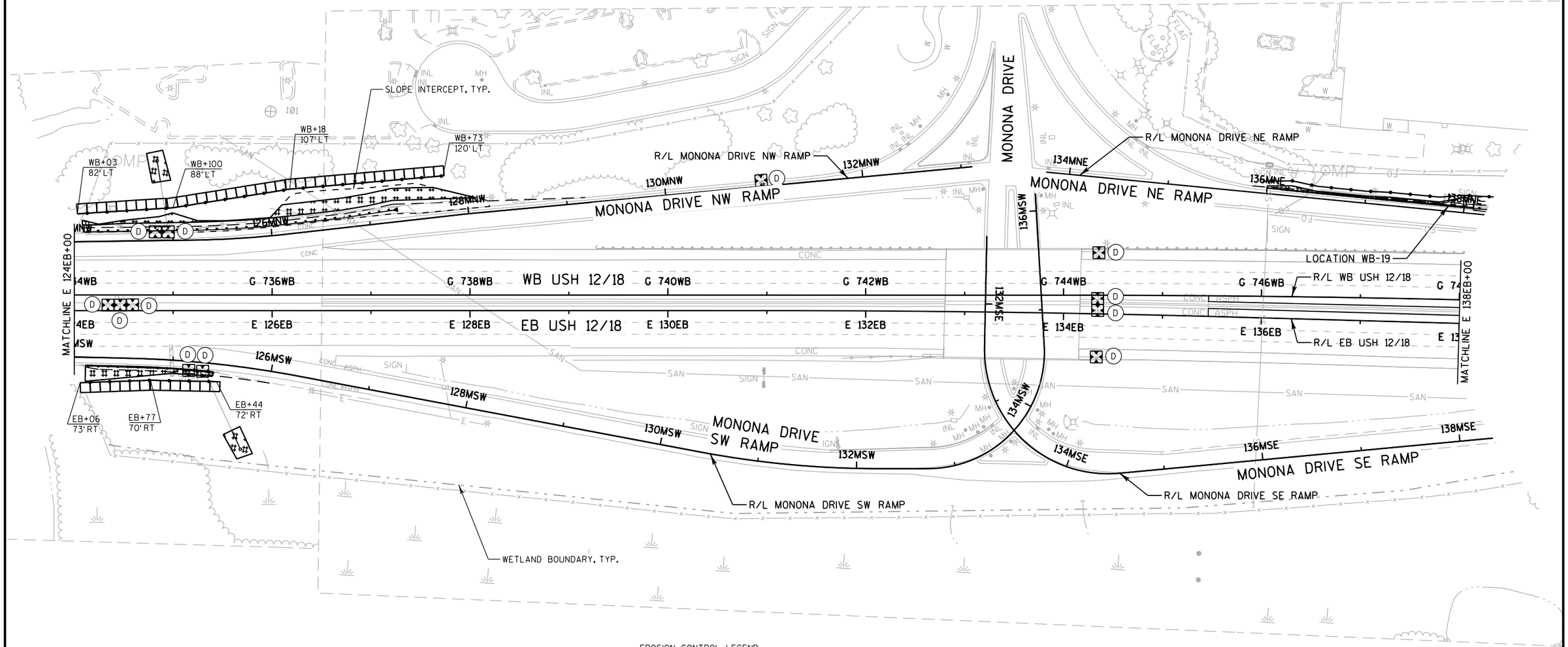
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\022023_ec.dgn PLOT DATE : 1/7/2014 PLOT BY : nbennett PLOT NAME : PLOT SCALE : 100:1

2

N



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- ROCK BAGS (RB)

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 89	E

2

N

ATHLETIC FIELD

SLAB SIGN

R/L MONONA DRIVE NE RAMP

SLOPE INTERCEPT, TYP.

MONONA DRIVE NE RAMP

138MNE

140MNE

142MNE

144MNE

R/L WB USH 12/18

WB USH 12/18

MATCHLINE E 138EB+00

8WB

H 750WB

H 752WB

H 754WB

H 756WB

H 758WB

H 760WB

8EB

E 140EB

E 142EB

E 144EB

E 146EB

E 148EB

E 150EB

EB USH 12/18

R/L EB USH 12/18

MATCHLINE E 152EB+00

144MSE

142MSE

140MSE

138MSE

MONONA DRIVE SE RAMP

R/L MONONA DRIVE SE RAMP

EB+96 65'RT

EB+51 74'RT

EB+05 66'RT

EB+95 65'RT

EB+50 82'RT

WETLAND BOUNDARY, TYP.

NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

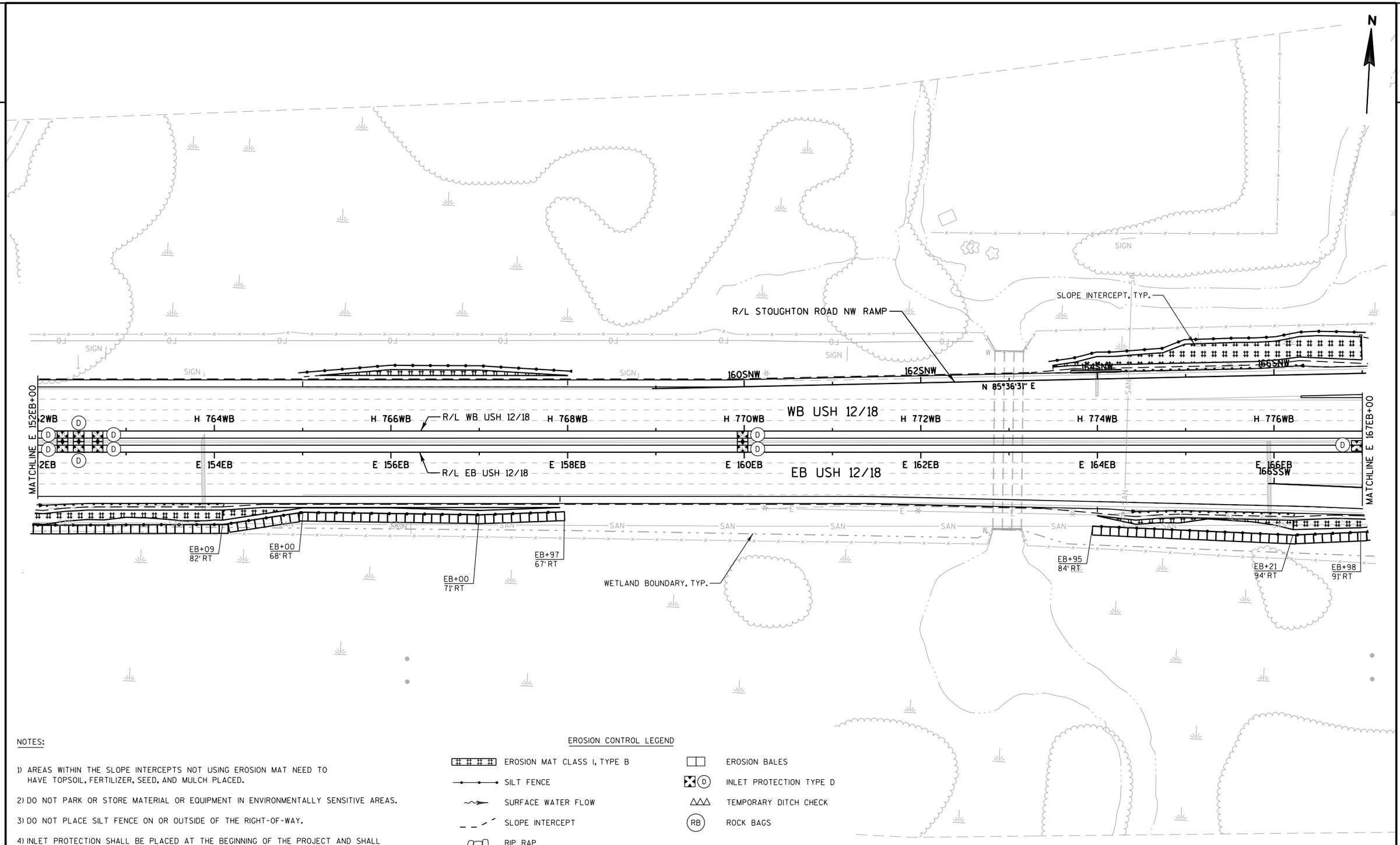
4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 90	E

2



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

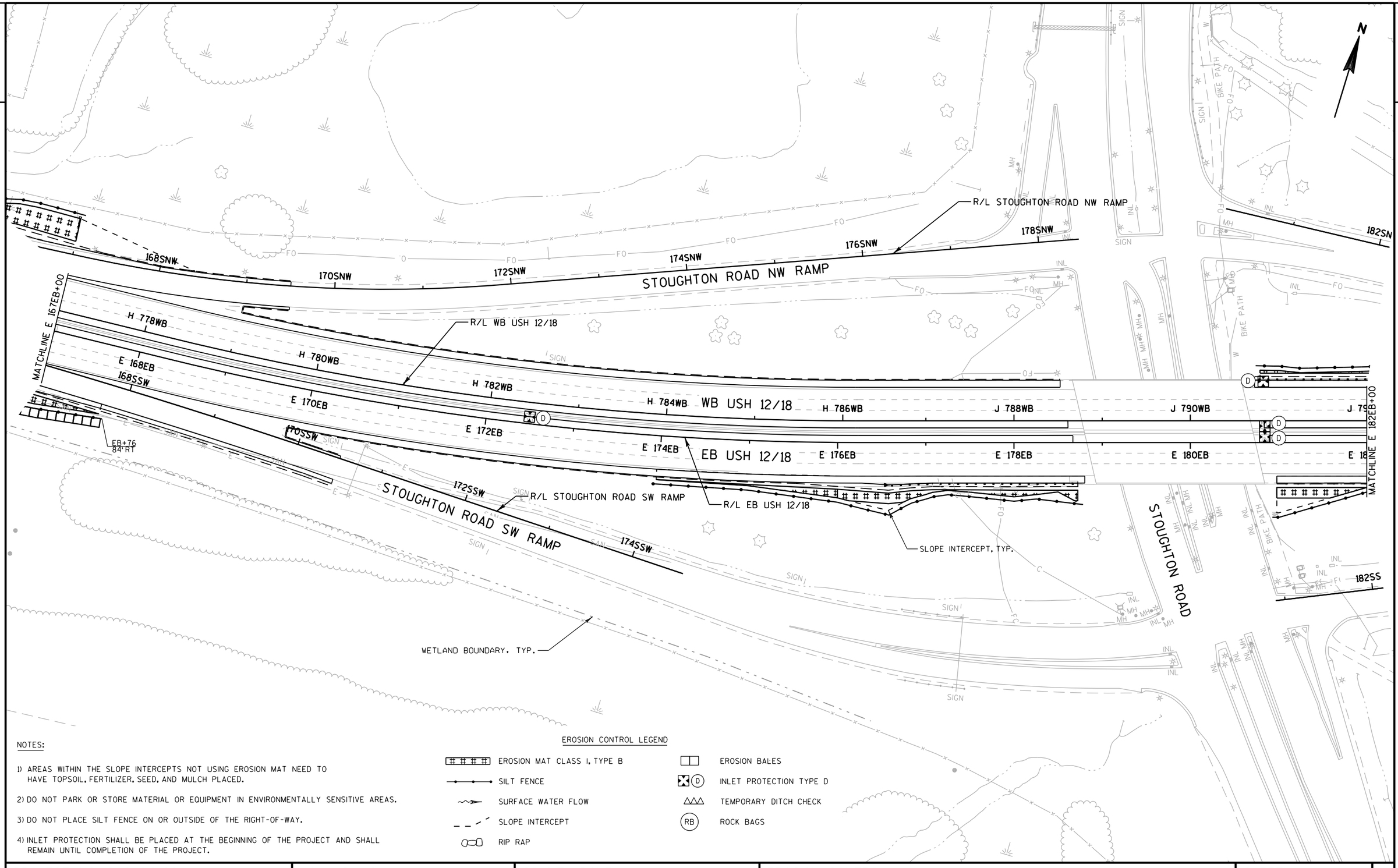
4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 91	E

2



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

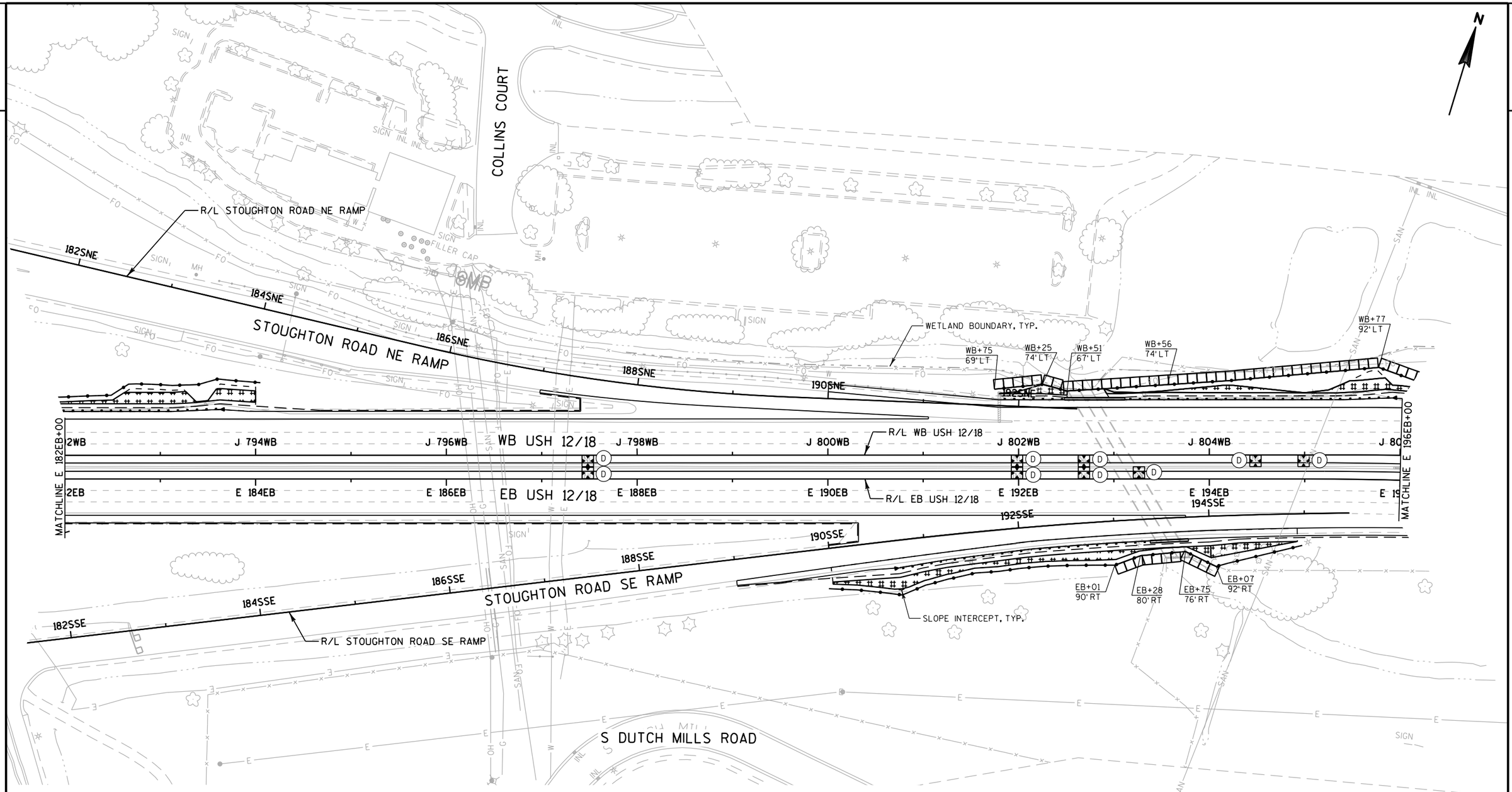
4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 92	E

2



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\022028_ec.dgn PLOT DATE : 1/7/2014 PLOT BY : nbennett PLOT NAME : PLOT SCALE : 100:1

2

N

WETLAND BOUNDARY, TYP.

WB+30
73' LT

R/L WB USH 12/18

R/L EB USH 12/18

E BROADWAY

WB USH 12/18

EB USH 12/18

MATCHLINE E 196EB+00

MATCHLINE F 52EB+00

6WB

6EB

J 808WB

J 810WB

J 812WB

J 814WB

J 816WB

K 818WB

E 198EB

E 200EB

E 202EB

E 204EB

E 206EB

F 50EB

K 82

F 5

SLOPE INTERCEPT, TYP.

NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

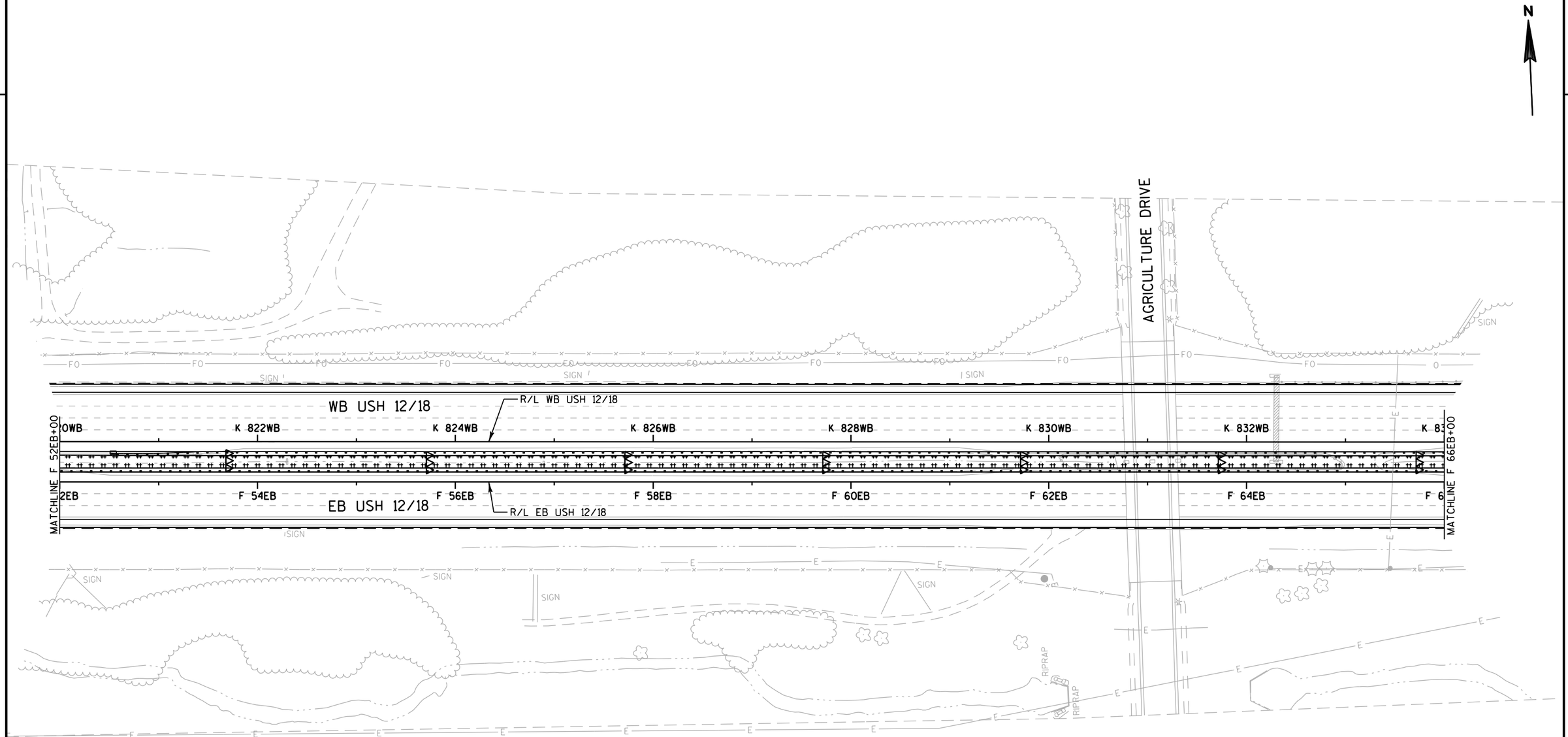
4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 94	E

2



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

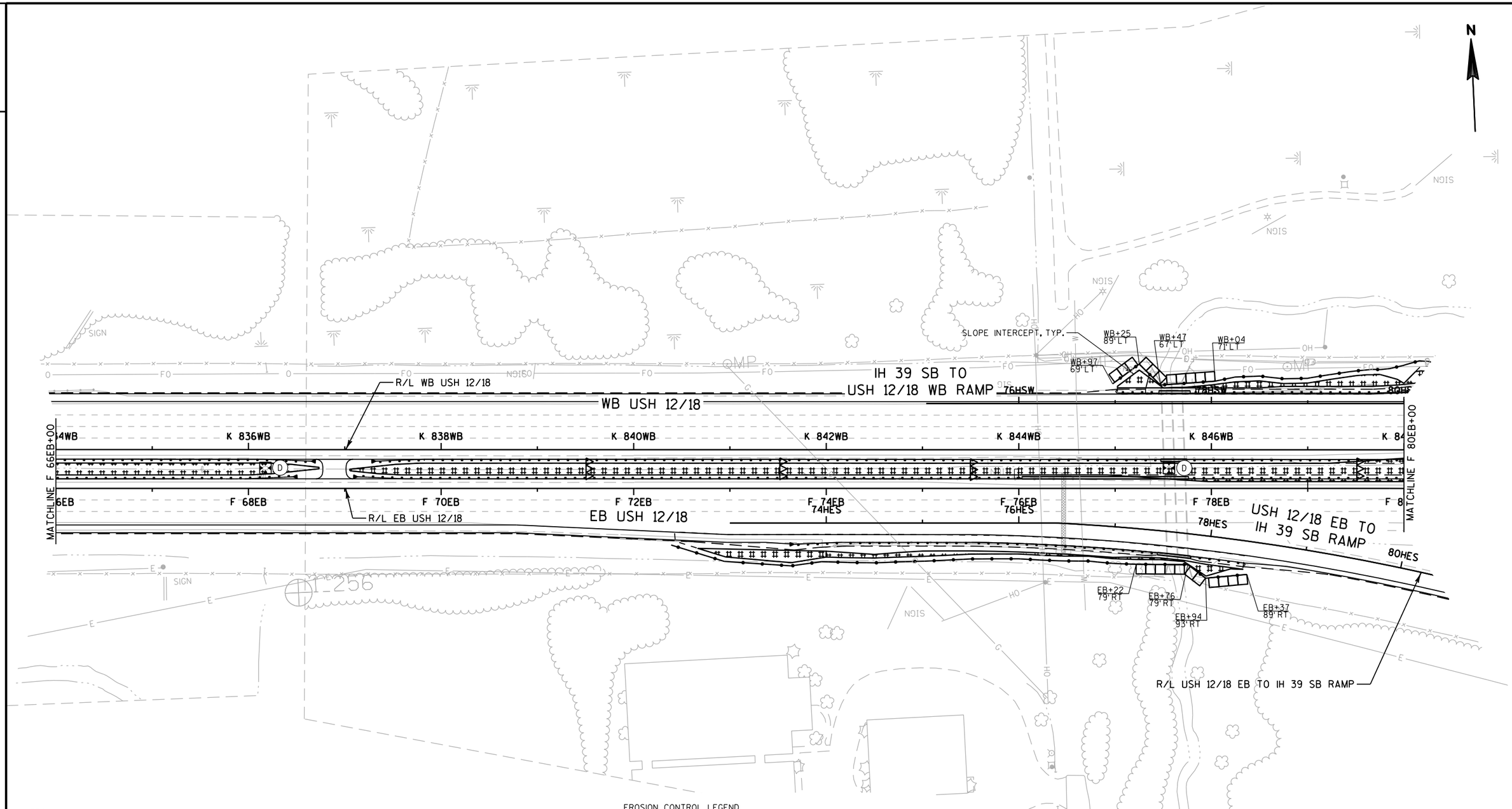
4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 95	E

2



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

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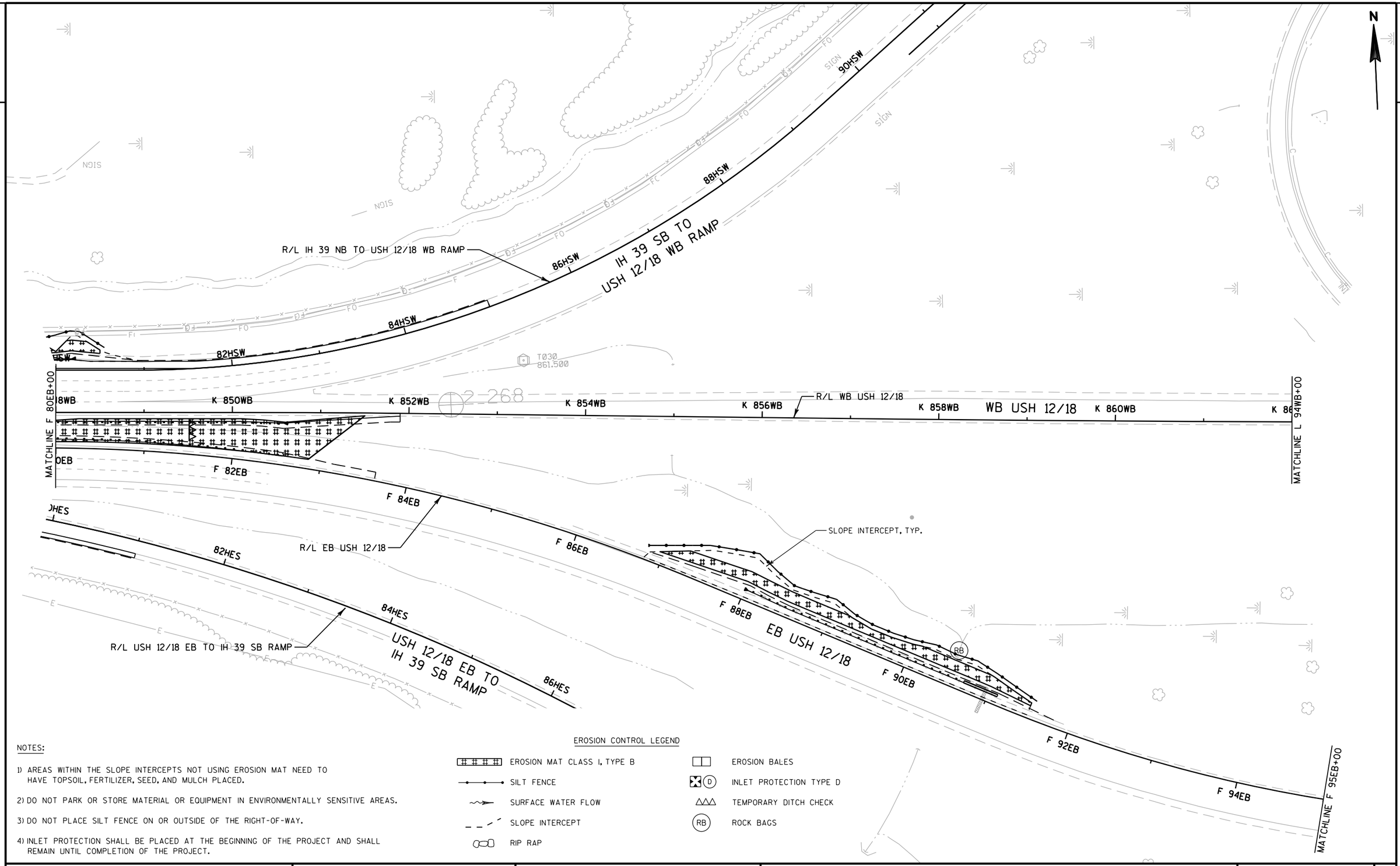
3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

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EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 96	E



NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 97	E

NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

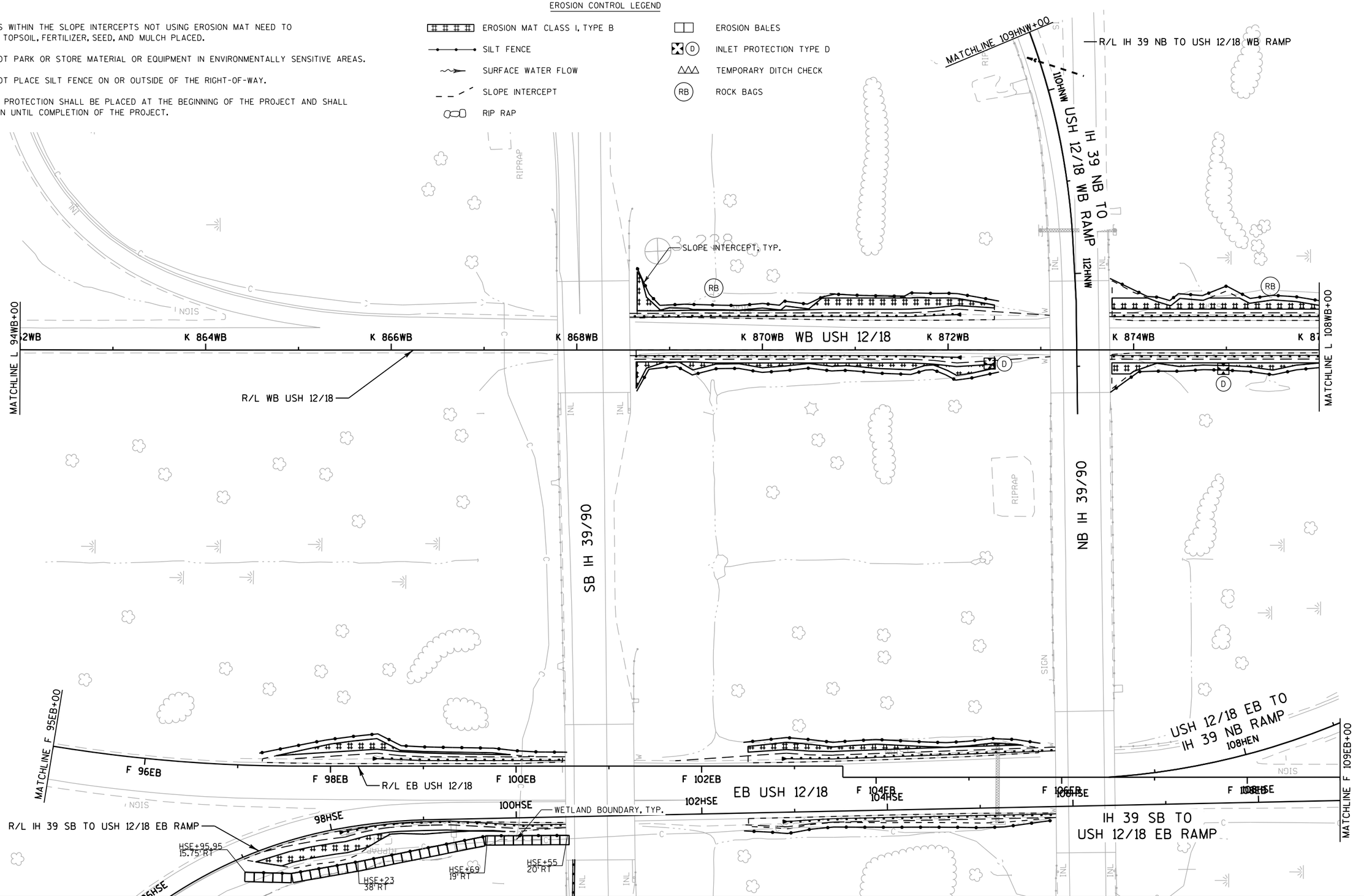
2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

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EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS



PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 98	E

NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

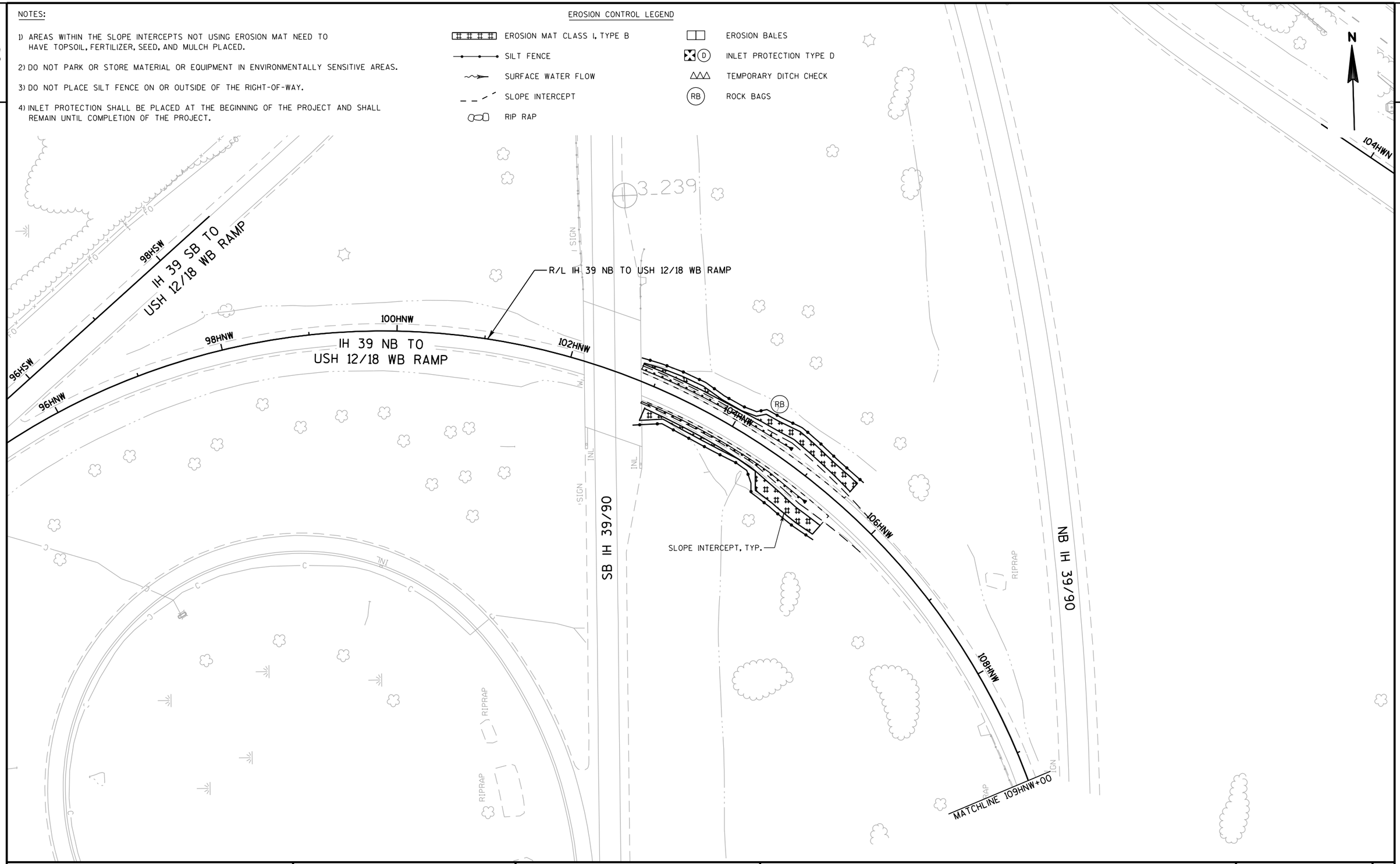
2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- ROCK BAGS



PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 99	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\022034_ec.dgn PLOT DATE : 1/7/2014 PLOT BY : nbennett PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

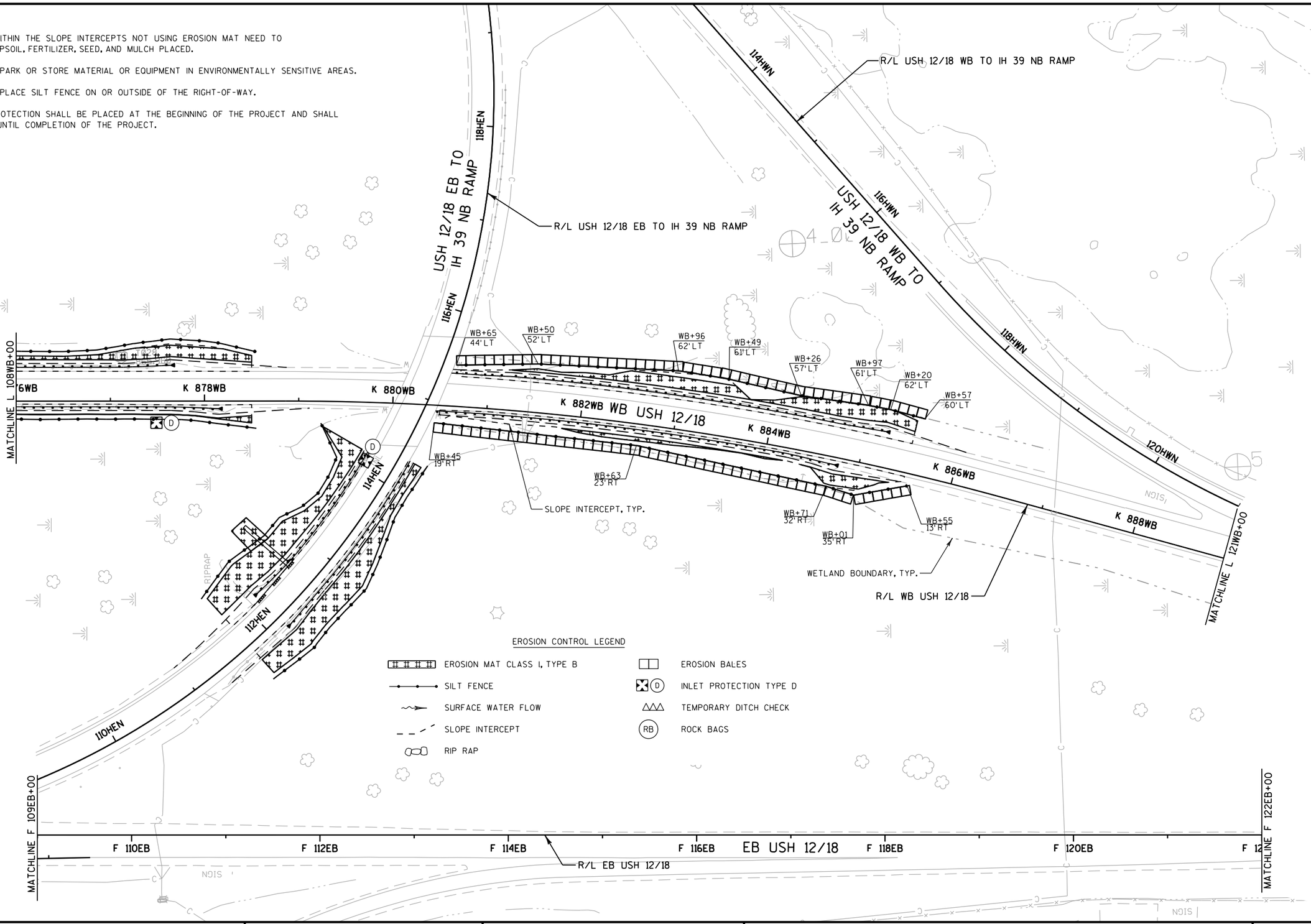
NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.



PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 100	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\022035_ec.dgn PLOT DATE : 1/7/2014 PLOT BY : nbennett PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

NOTES:

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, AND MULCH PLACED.

2) DO NOT PARK OR STORE MATERIAL OR EQUIPMENT IN ENVIRONMENTALLY SENSITIVE AREAS.

3) DO NOT PLACE SILT FENCE ON OR OUTSIDE OF THE RIGHT-OF-WAY.

4) INLET PROTECTION SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND SHALL REMAIN UNTIL COMPLETION OF THE PROJECT.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- EROSION BALES
- INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- ROCK BAGS

N

SLOPE INTERCEPT, TYP.

HWN+60 25'LT

HWN+72 40'LT

HWN+30 25'LT

122HWN

124HWN

126HWN

USH 12/18 WB TO IH 39 NB RAMP

MATCHLINE L 121WB+00

K 890WB

K 892WB

K 894WB

K 896WB

WB USH 12/18

K 898WB

R/L WB USH 12/18

K 900WB

K 902WB

WB+48 25'RT

WB+06 36'RT

WB+55 25'RT

WETLAND BOUNDARY, TYP.

F 134EB

F 132EB

F 130EB

R/L EB USH 12/18

F 128EB

EB USH 12/18

F 126EB

F 124EB

MATCHLINE F 122EB+00

END PROJECT 1206-04-32

STA. F126EB+95.79

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	EROSION CONTROL	SHEET 101	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\022036_ec.dgn PLOT DATE : 1/7/2014 PLOT BY : nbennett PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

2

LEGEND

WISDOT — EXISTING CONDUIT AND WIRING

WISDOT — PROPOSED CONDUIT AND WIRING

CONCRETE BASE

STEEL PULL BOX

EXISTING OVERHEAD LIGHTING

N

C 602WB+50 Left, Concrete Base Removed Following Accident

Lighting Assembly and Concrete Base Removed Prior to Project

L-13-0481-0006
~~REMOVE LIGHTING ASSEMBLY~~
~~REMOVE CONCRETE BASE~~

~~ABANDON CABLE IN DUCT~~
L-13-0481-006 TO L-13-0481-005

L-13-0481-0005
~~DISCONNECT ABANDONED WIRES FROM EXISTING HIGH MAST LIGHT~~

JOHN NOLEN NW RAMP

WISDOT

19JUN

WB USH 12/18

C 613WB C 614WB C 615WB D 616WB D 617WB D 618WB

C 613EB C 614EB C 615EB D 616EB D 617EB D 618EB

EB USH 12/18

SIGN

NOB HILL ROAD

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	LIGHTING PLAN	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\023501_lp.dgn PLOT DATE : 1/8/2014 PLOT BY : grosemeyer PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

WISCONSIN & SOUTHERN RAILROAD

L-13-0481-0002
DO NOT DISTURB

WISDOT

JOHN NOLEN NE RAMP

WB USH 12/18

E 627WB
E 628WB
E 629WB
E 630WB
E 631WB
E 632WB
E 21EB
E 22EB
E 20EB
E 19EB
D 626WB
D 627EB
D 628EB
D 626EB

EB USH 12/18

31JSW
30JSW
29JSW
28JSW
27JSW
26JSW

JOHN NOLEN SW RAMP

L-13-0481-0001
~~REMOVE LIGHTING ASSEMBLY~~
~~REMOVE & SALVAGE TWO EXISTING CABLE IN DUCTS~~
~~REMOVE CONCRETE BASE~~

~~PULL BOX STEEL 24x36~~
~~INSTALL TWO CABLE IN DUCTS INTO PULL BOX AND TRIM DUCT SHEATHING 6-12" INTO PULL BOX~~
~~SPLICING TO BE COMPLETED BY WISDOT~~

Lighting Assembly and Concrete Base Removed Prior to Project

LEGEND

- WISDOT — EXISTING CONDUIT AND WIRING
- WISDOT — PROPOSED CONDUIT AND WIRING
- CONCRETE BASE
- STEEL PULL BOX
- EXISTING OVERHEAD LIGHTING

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	LIGHTING PLAN	SHEET 103	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\023502_lp.dgn | PLOT DATE : 1/8/2014 | PLOT BY : grosemeyer | PLOT NAME : | PLOT SCALE : 40:1

NOTES

* ENSURE THE ROADWAY FACE OF LIGHT POLE FOUNDATION IS GREATER THAN 5-FEET FROM THE FACE OF PROPOSED GUARDRAIL

* SEE MISCELLANEOUS QUANTITIES FOR LENGTHS OF CONDUIT AND WIRING

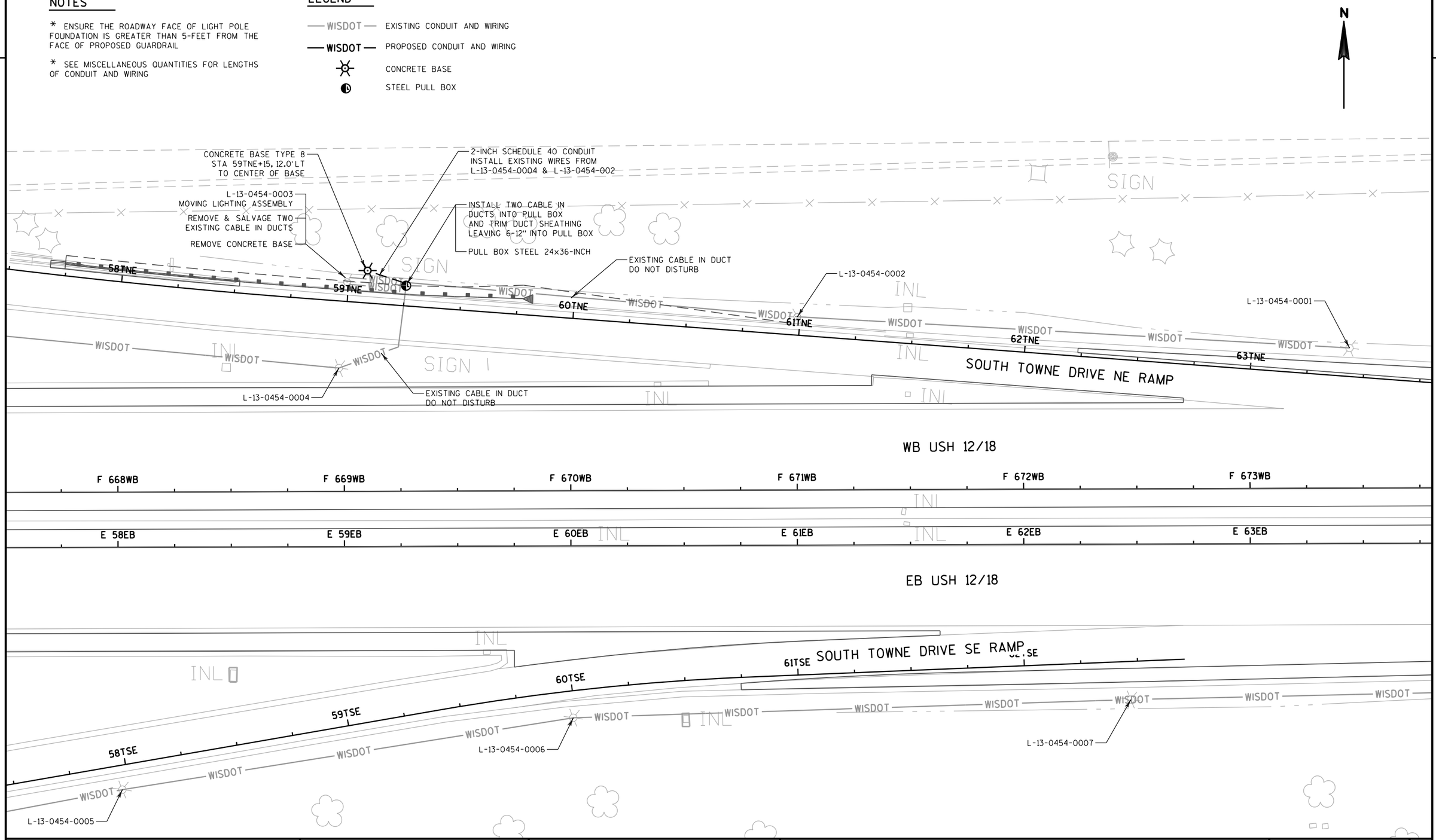
LEGEND

WISDOT — EXISTING CONDUIT AND WIRING

WISDOT — PROPOSED CONDUIT AND WIRING

CONCRETE BASE

STEEL PULL BOX



PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	LIGHTING PLAN	SHEET 104	E

2

NOTES

* ENSURE THE ROADWAY FACE OF LIGHT POLE FOUNDATION IS GREATER THAN 5-FEET FROM THE FACE OF PROPOSED GUARDRAIL

* SEE MISCELLANEOUS QUANTITIES FOR LENGTHS OF CONDUIT AND WIRING

LEGEND

WISDOT — EXISTING CONDUIT AND WIRING

WISDOT — PROPOSED CONDUIT AND WIRING

CONCRETE BASE

STEEL PULL BOX

N

2-INCH SCHEDULE 40 CONDUIT
INSTALL EXISTING WIRES FROM
L-13-0485-0029 & L-13-0485-0037

CONCRETE BASE TYPE 8
STA 143MNE+20. 16.0'LT
TO CENTER OF BASE

PULL BOX STEEL 24x36-INCH
INSTALL TWO CABLE IN
DUCTS INTO PULL BOX
AND TRIM DUCT SHEATHING
LEAVING 6-12" INTO PULL BOX

L-13-0485-0029

EXISTING CABLE IN DUCT
DO NOT DISTURB

(3) LIGHTING WIRE 4-AWG IN
2-INCH SCHEDULE 40 CONDUIT

CONCRETE BASE TYPE 8
STA 145MNE+08. 18.0'LT
TO CENTER OF BASE

SIGN

WISDOT

140MNE 141MNE 142MNE 143MNE 144MNE 145MNE

MONONA DRIVE NE RAMP

L-13-0485-0030
MOVING LIGHTING ASSEMBLY

REMOVE & SALVAGE TWO
EXISTING CABLE IN DUCTS

REMOVE CONCRETE BASE

ABANDON CABLE IN DUCT
L-13-0485-0030 TO L-13-0485-0031

L-13-0485-0031
MOVING LIGHTING ASSEMBLY
REMOVE CONCRETE BASE

WB USH 12/18

H 750WB H 751WB H 752WB H 753WB H 754WB H 755WB H 756WB

EXISTING CABLE IN DUCT
DO NOT DISTURB

EB USH 12/18

E 140EB E 141EB E 142EB E 143EB E 144EB E 145EB E 146EB

INL

SPH

MONONA DRIVE SE RAMP

140MSE 141MSE 142MSE 143MSE 144MSE

L-13-0485-0035

L-13-0485-0036

L-13-0485-0037

L-13-0485-0038

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	LIGHTING PLAN	SHEET 105	E

2

N

L-13-0484-0048

L-13-0484-0047

L-13-0484-0046

WISDOT

WB USH 12/18

EB USH 12/18

STOUGHTON ROAD NE RAMP

STOUGHTON ROAD SE RAMP

J 806WB

J 805WB

J 804WB

J 803WB

J 802WB

J 801WB

E 196EB

E 195EB

E 194EB

E 193EB

E 192EB

E 191EB

192SNE

191SNE

195SSE

194SSE

193SSE

192SSE

191SSE

190SSE

INL

L-13-0484-0014
INSTALL 2-INCH CONDUIT THROUGH
3-INCH SLEVE IN EXISTING LIGHT
BASE FLUSH WITH TOP OF BASE

(3) LIGHTING WIRE 4-AWG IN
2-INCH SCHEDULE 40 CONDUIT

L-13-0484-0013
MOVING LIGHTING ASSEMBLY
REMOVE CONCRETE BASE

CONCRETE BASE TYPE 8
STA 193SSE+25, 31.0' RT
TO CENTER OF BASE

(3) LIGHTING WIRE 4-AWG IN
2-INCH SCHEDULE 40 CONDUIT

L-13-0484-0012
INSTALL 2-INCH CONDUIT THROUGH
3-INCH SLEVE IN EXISTING LIGHT
BASE FLUSH WITH TOP OF BASE

LEGEND

- WISDOT — EXISTING CONDUIT AND WIRING
- WISDOT — PROPOSED CONDUIT AND WIRING
- CONCRETE BASE
- STEEL PULL BOX

NOTES

* ENSURE THE ROADWAY FACE OF LIGHT POLE FOUNDATION IS GREATER THAN 5-FEET FROM THE FACE OF PROPOSED GUARDRAIL

* SEE MISCELLANEOUS QUANTITIES FOR LENGTHS OF CONDUIT AND WIRING

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	LIGHTING PLAN	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\023505_lp.dgn PLOT DATE : 1/8/2014 PLOT BY : grosemeyer PLOT NAME : PLOT SCALE : 40:1

2

N

R/L TODD DRIVE NW RAMP

458FNW 460FNW 462FNW 464FNW 466FNW 468FNW 470FNW

TODD DRIVE NW RAMP

WB+50 MATCH EXISTING

WB+50 MATCH EXISTING

R/L WB USH 12/18

WB USH 12/18

MATCHLINE 459EB+00

460WB 462WB 464WB 466WB 468WB 470WB 472WB

EB+60 MATCH EXISTING

EB+60 MATCH EXISTING

460EB 462EB 464EB EB USH 12/18 466EB 468EB 470EB 472EB

EB+60 MATCH EXISTING

EB+60 MATCH EXISTING

R/L EB USH 12/18

MATCHLINE 474EB+00

W BELTLINE FRONTAGE ROAD

TODD DRIVE

SIGN INL MH SERV

151

(E) EXISTING PAVEMENT MARKING

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(8) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(9) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)

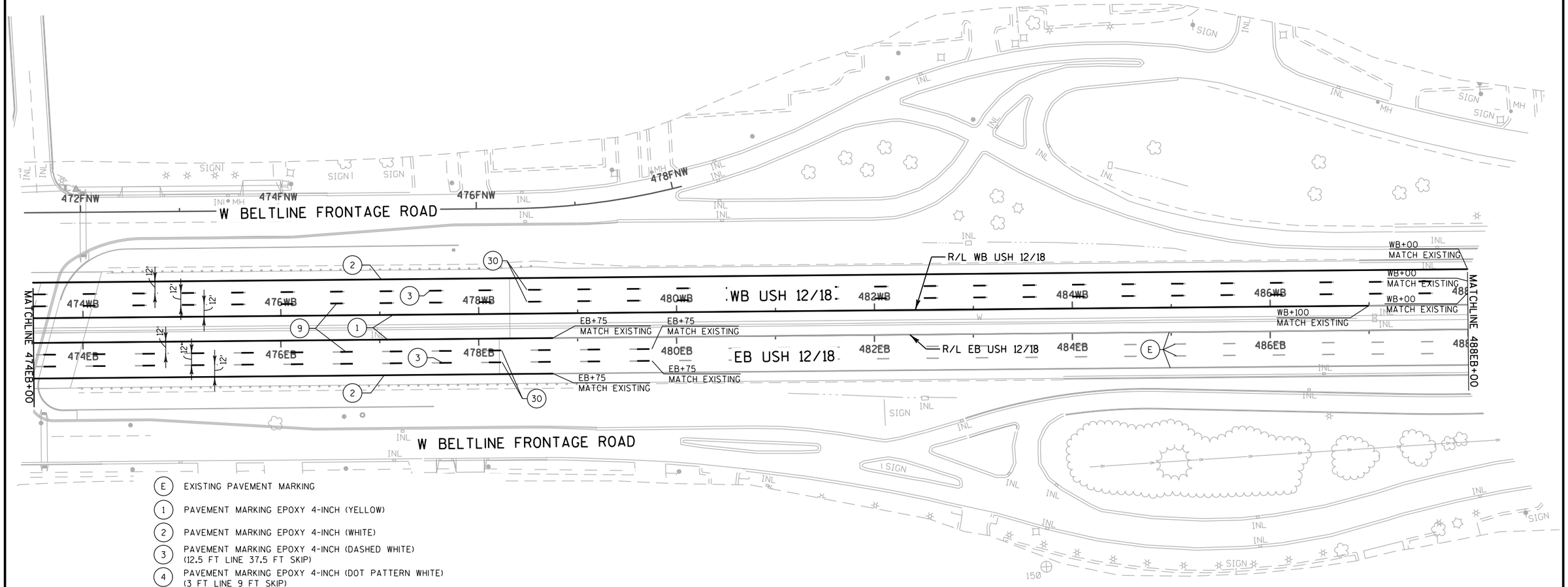
SIGN ON WOOD POST(S)

(0-0) SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 107	E

2



(E) EXISTING PAVEMENT MARKING

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(8) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(9) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
4-INCH (WHITE)

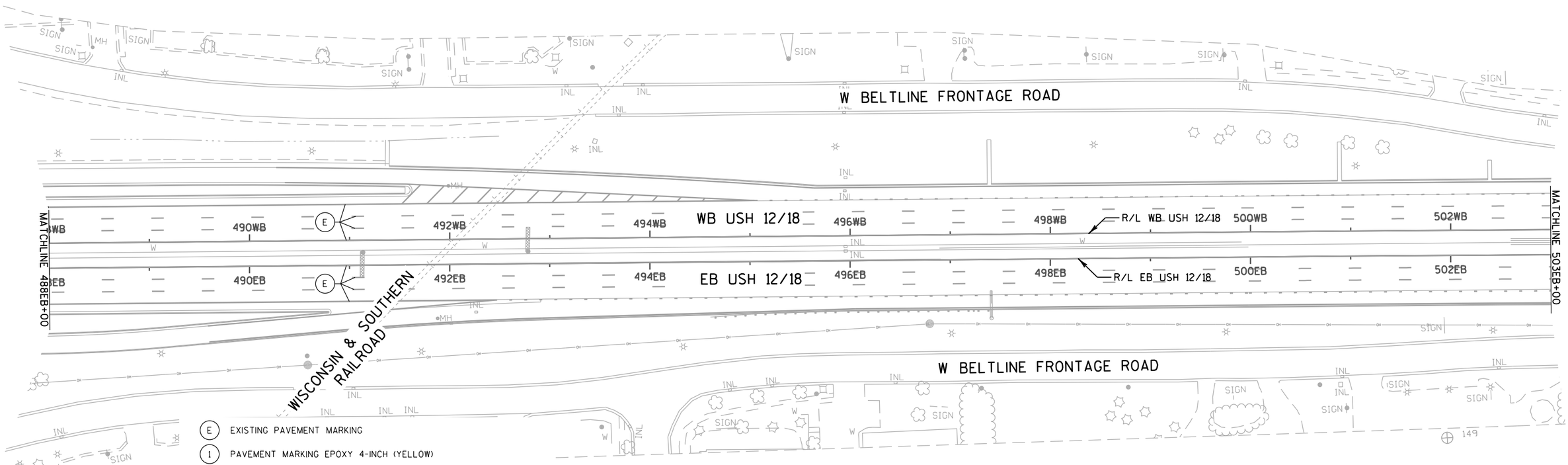
—o— SIGN ON WOOD POST(S)

(0-0) SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2' FOR EVERY 100' PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 108	E

2



(E) EXISTING PAVEMENT MARKING

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

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(3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

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(12.5 FT LINE 37.5 FT SKIP)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
4-INCH (WHITE)

SIGN ON WOOD POST(S)

(0-0) SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 109	E

2

N

W BELTLINE FRONTAGE ROAD

MATCHLINE 503EB+00

504WB 506WB E 508WB WB USH 12/18 510WB R/L WB USH 12/18 512WB 514WB 516WB

504EB 506EB E 508EB EB USH 12/18 510EB R/L EB USH 12/18 512EB 514EB 516EB

MATCHLINE 517EB+00

WB+00 MATCH EXISTING
WB+00 MATCH EXISTING
WB+00 MATCH EXISTING
WB+00 MATCH EXISTING
EB+00 MATCH EXISTING
EB+00 MATCH EXISTING
EB+00 MATCH EXISTING

W BELTLINE FRONTAGE ROAD

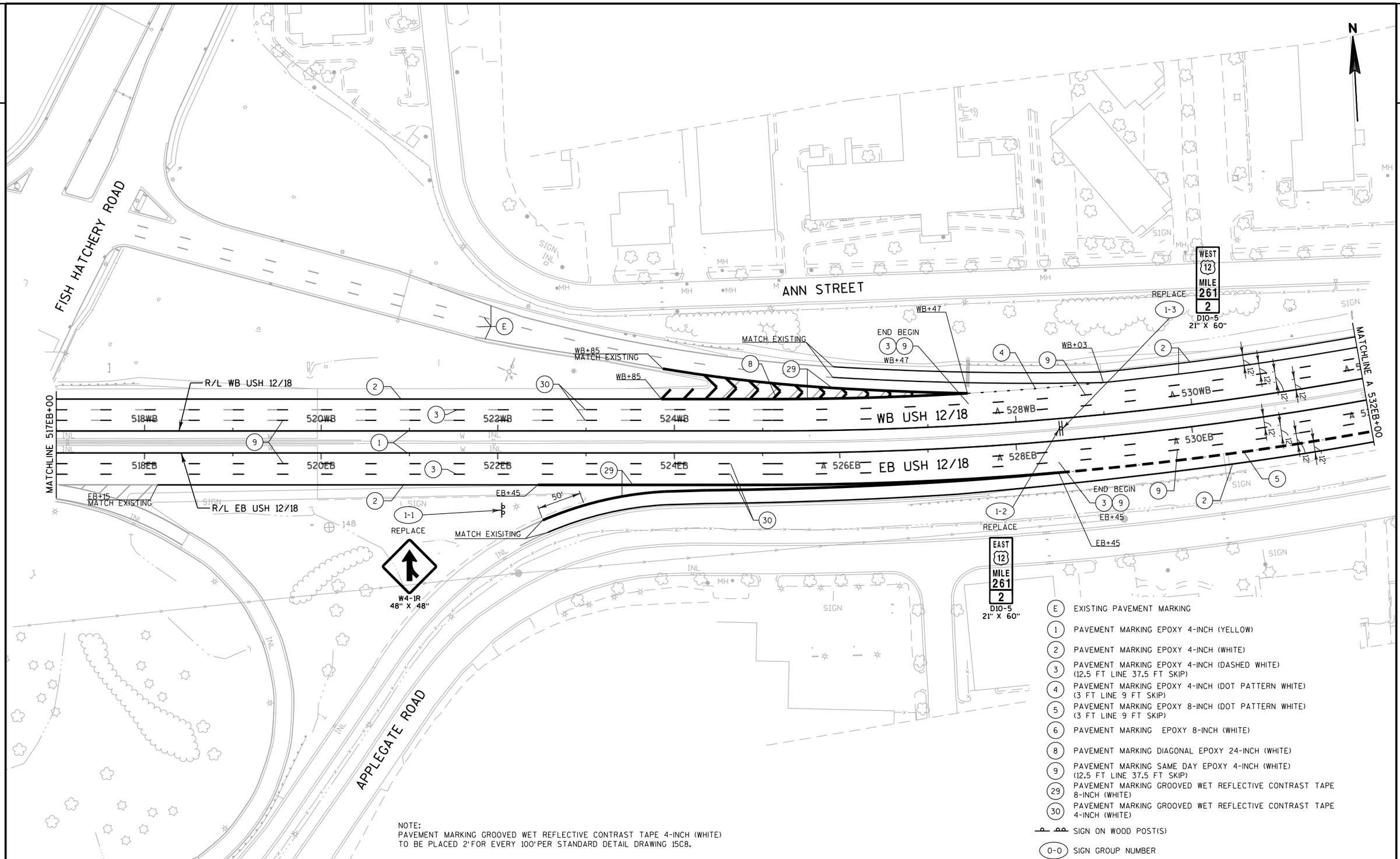
FISH HATCHERY ROAD

- E EXISTING PAVEMENT MARKING
- 1 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
- 2 PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- 3 PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
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- 9 PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- 29 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
- 30 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
- SIGN ON WOOD POST(S)
- 0-0 SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) TO BE PLACED 2' FOR EVERY 100' PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 110	E

2



NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

E	EXISTING PAVEMENT MARKING
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29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
30	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
P P	SIGN ON WOOD POST(S)
0-0	SIGN GROUP NUMBER

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 111	E

2

N

TANKS

MH

SIGN

ANN STREET

MATCHLINE A 532EB+00

32WB

32EB

WB+01

R/L WB USH 12/18

534WB

536WB

538WB

WB USH 12/18

540WB

542WB

544WB

546WB

534EB

536EB

538EB

EB USH 12/18

540EB

542EB

544EB

546EB

R/L EB USH 12/18

WB+78
MATCH EXISTING

WB+73

REPLACE
2-3

W4-1R
48" X 48"

WB+66

EB+48

MATCHLINE B 246EB+50

2-1
REPLACE

EAST
12
MILE
261
4
D10-5
21" X 60"

2-2
REPLACE

WEST
12
MILE
261
4
D10-5
21" X 60"

EB+49

END BEGIN

50'

MATCH EXISTING

2-4
REPLACE

W4-3R
48" X 48"

APPLEGATE ROAD

PERRY ST.

E	EXISTING PAVEMENT MARKING
1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
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	SIGN ON WOOD POST(S)
0-0	SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) TO BE PLACED 2' FOR EVERY 100' PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 112	E

2

N

R/L PARK STREET SB

1064PSB

1064PNB

PARK STREET

A 1064PNB

1062PSB

1062PNB

552PNE

554PNE

PARK STREET NE RAMP

R/L PARK STREET NE RAMP

556PNE

558PNE

560PNE

562

MATCH EXISTING

REPLACE 3-1

W4-3R 48" X 48"

WB+56

END BEGIN 9 3

WB+05

MATCH EXISTING

50'

WB+94

REPLACE 3-4

W4-3R 48" X 48"

PNE+67 MATCH EXISTING

PNE+67 MATCH EXISTING

WB+63

R/L WB USH 12/18

REPLACE 3-7

WEST 12 MILE 261 8

D10-5 21" X 60"

WB+14

B 548WB B 550WB B 552WB WB USH 12/18 B 554WB B 556WB B 558WB B 560WB

MATCHLINE B 246EB+50

MATCHLINE B 562EB+00

ASPH | CONC

B 548EB B 550EB B 552EB EB USH 12/18 B 554EB B 556EB B 558EB B 560EB

EB+85

PSW+87 MATCH EXISTING

MS-18PS

PSW+87 MATCH EXISTING

REPLACE 3-2

EAST 12 MILE 261 6

D10-5 21" X 60"

END BEGIN 3 9

EB+60

EB+60

REPLACE 3-3

WEST 12 MILE 261 6

D10-5 21" X 60"

1060PSB

1060PNB

1058PSB

1058PNB

R/L PARK STREET NB

546PSW

PARK STREET SW RAMP

542PSW

544PSW

USH 14

056PNB

R/L EB USH 12/18

WB+63

W4-1R 48" X 48"

EB+59

50'

MATCH EXISTING

REPLACE 3-5

REPLACE 3-6

EAST 12 MILE 261 8

D10-5 21" X 60"

SIGN

MH

CONC

ASPH

E	EXISTING PAVEMENT MARKING
1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
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	SIGN ON WOOD POST(S)
0-0	SIGN GROUP NUMBER

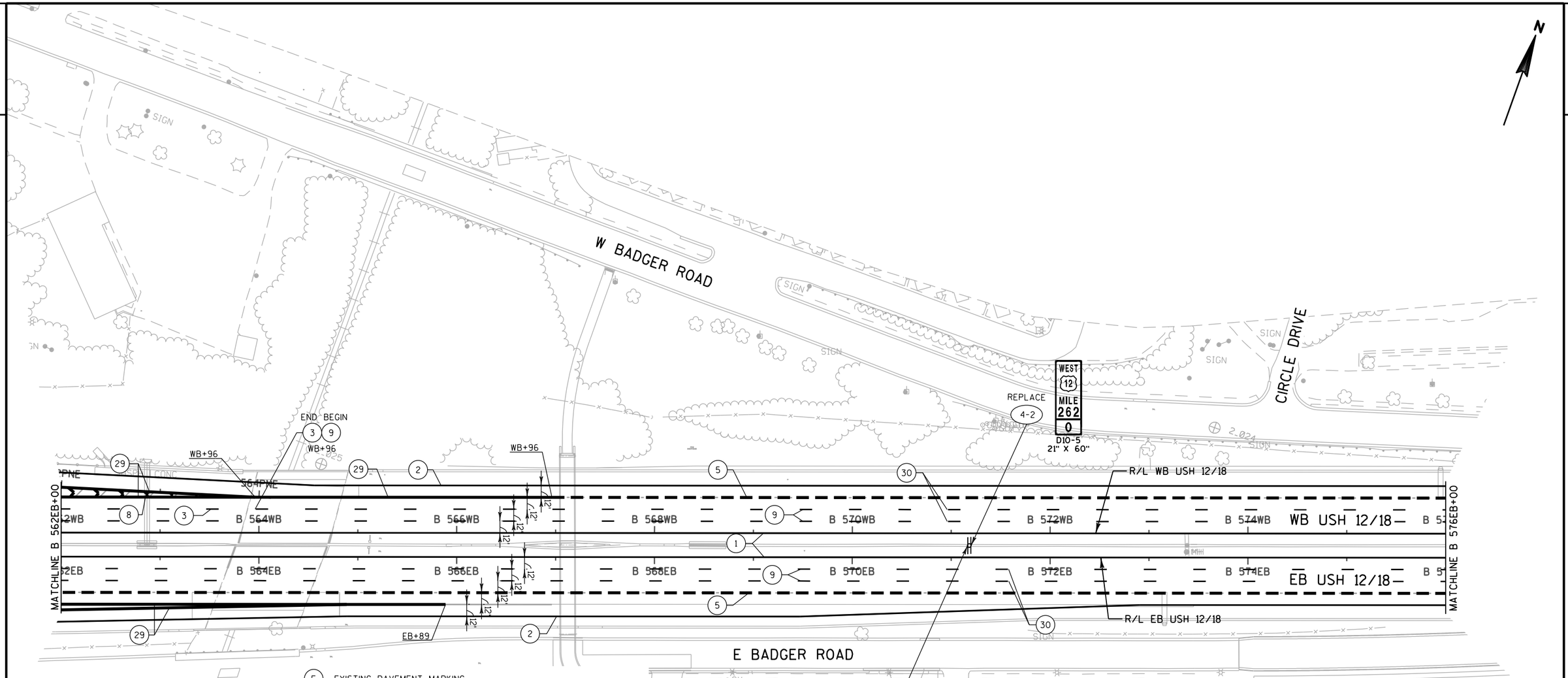
NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\024510_pm.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

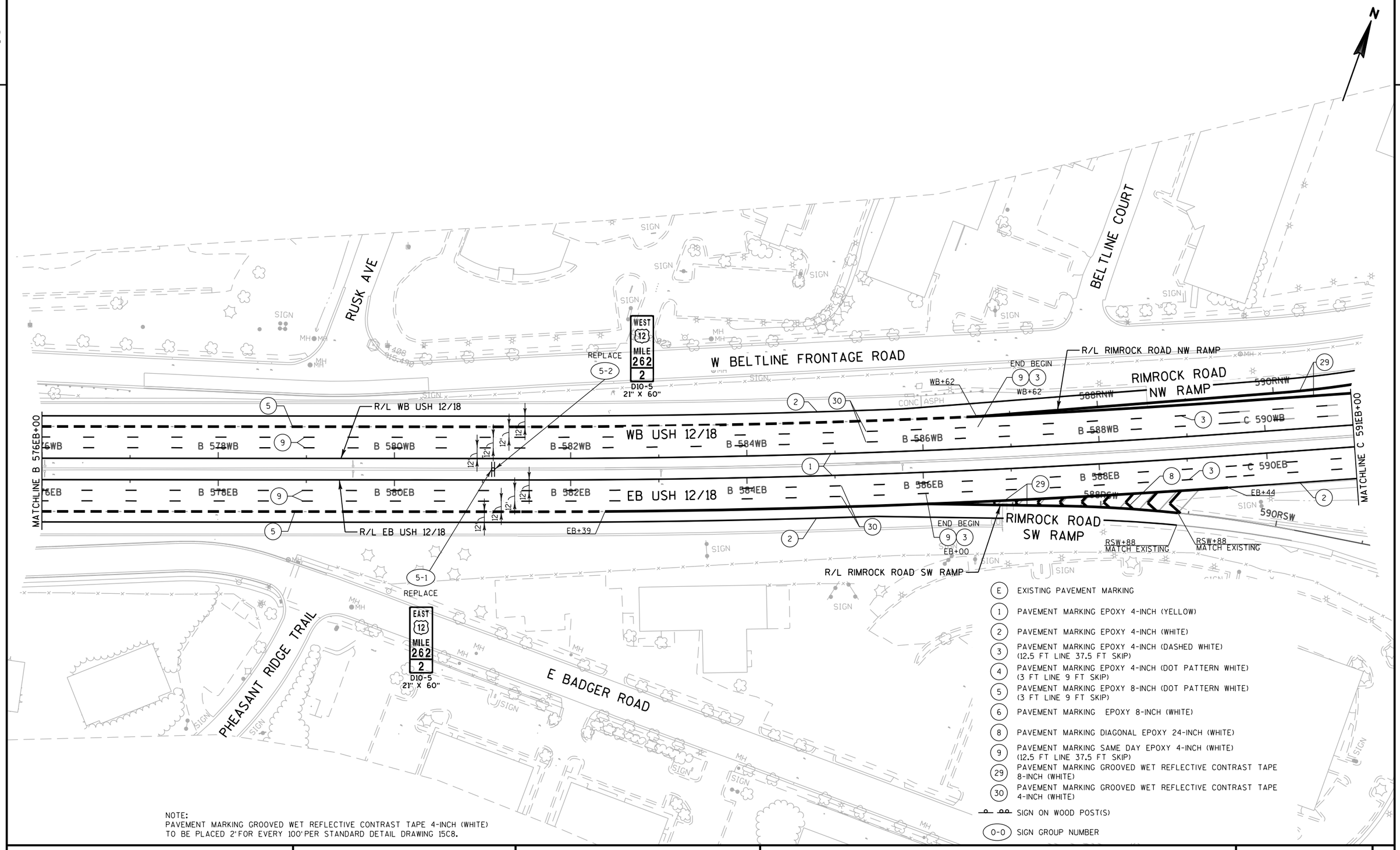


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	SIGN ON WOOD POST(S)
0-0	SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 114	E

2



E EXISTING PAVEMENT MARKING

1 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

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SIGN ON WOOD POST(S)

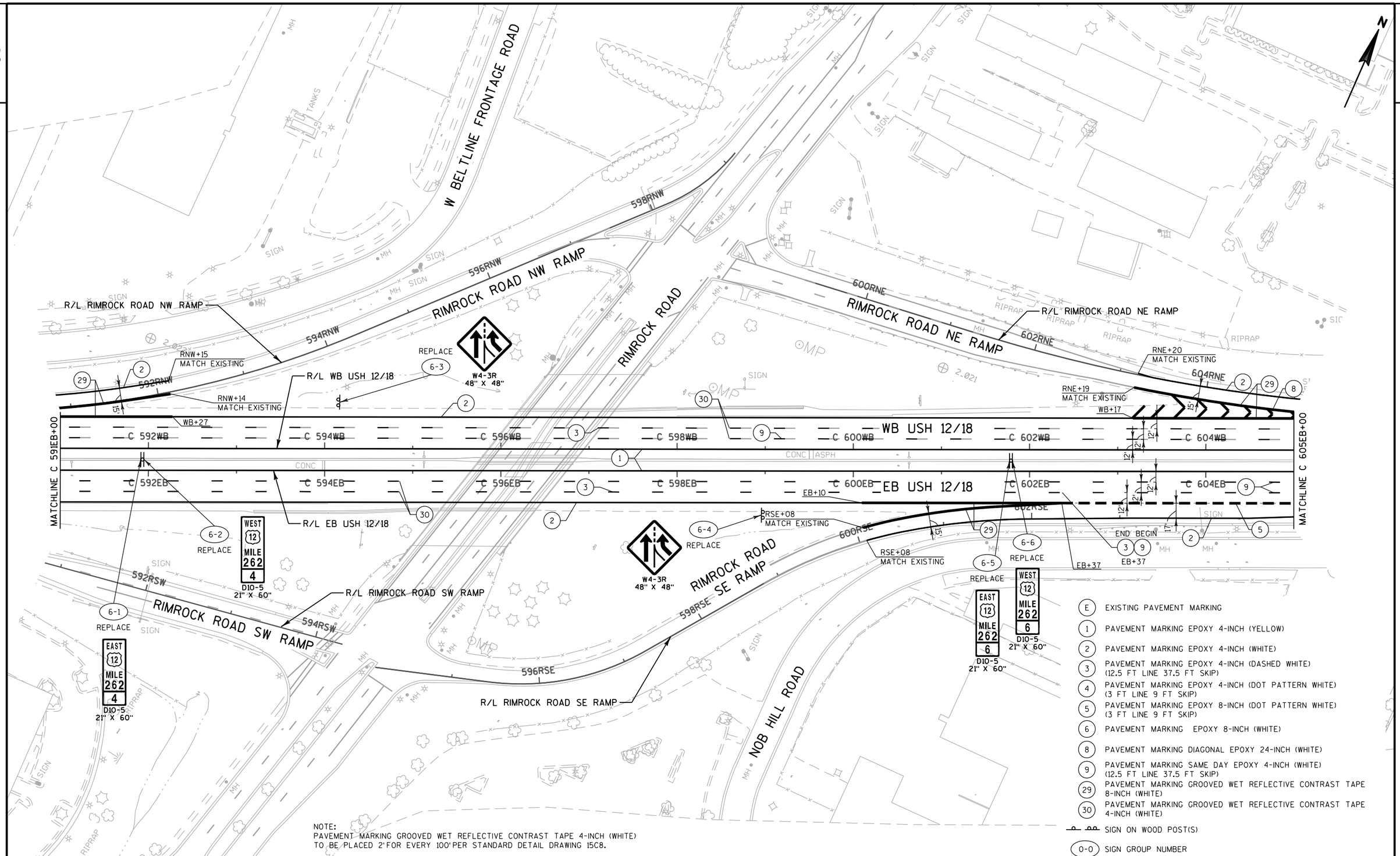
0-0 SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\024513_pm.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 100:1

2



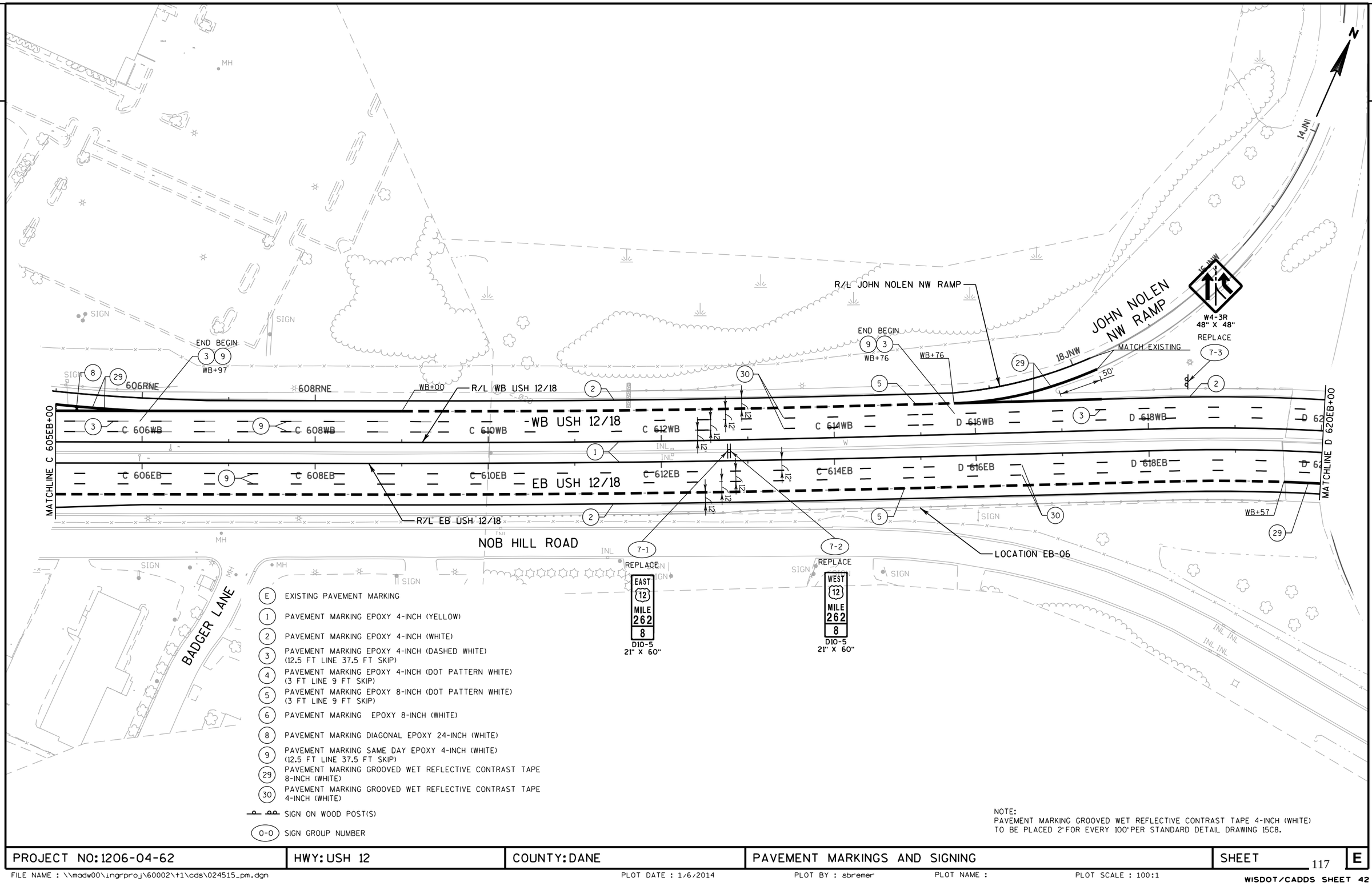
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	SIGN ON WOOD POST(S)
0-0	SIGN GROUP NUMBER

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\024514_pm.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 100:1

2



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o o	SIGN ON WOOD POST(S)
0-0	SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) TO BE PLACED 2' FOR EVERY 100' PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 117	E

2

N

JOHN NOLEN NE RAMP

102JNE

104JNE

106JNE

108JNE

R/L JOHN NOLEN NE RAMP

REPLACE 8-2

JNE+05 MATCH EXISTING

JNE+05 MATCH EXISTING

WEST 12 MILE 263 0

D10-5 21" X 60"

END BEGIN 3 9 WB+66

WB+66

R/L WB USH 12/18

WB+19

WB+66

WISCONSIN & SOUTHERN RAILROAD

14JSW

22JSE

16JSW

20JSE

18JSE

18JSW

MATCHLINE D 620EB+00

MATCHLINE E 24EB+00

D 622WB

D 624WB

D 626WB

E 628WB

E 630WB

WB USH 12/18

E 632WB

D 622EB

D 624EB

D 626EB

D 628EB

E 20EB

EB USH 12/18

E 22EB

8JSE

10JSE

JSE+98 MATCH EXISTING

JSE+60 MATCH EXISTING

EB+23

EB+51

JSW+10 MATCH EXISTING

28JSW

30JSW

JSW+10 MATCH EXISTING

EB+63

END BEGIN 3 9 EB+63

END BEGIN 9 3 EB+44

REPLACE 8-1

EAST 12 MILE 263 0

D10-5 21" X 60"

JOHN NOLEN DRIVE

20JSW

R/L JOHN NOLEN SE RAMP

JOHN NOLEN SE RAMP

JOHN NOLEN SW RAMP

26JSW

12JSE

14JSE

22JSW

24JSW

R/L EB USH 12/18

R/L JOHN NOLEN SW RAMP

NOB HILL ROAD

SIGN

MH

INL

E	EXISTING PAVEMENT MARKING
1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
5	PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
8	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
9	PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
30	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
o oo	SIGN ON WOOD POST(S)
0-0	SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) TO BE PLACED 2' FOR EVERY 100' PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 118	E

2

N

NANA LANE

WB USH 12/18

EB USH 12/18

R/L WB USH 12/18

R/L EB USH 12/18

MATCHLINE E 24EB+00

MATCHLINE E 39EB+00

E 646WB E 644WB E 642WB E 640WB E 638WB E 636WB E 648WB

E 38EB E 36EB E 34EB E 32EB E 30EB E 28EB E 26EB

REPLACE 9-2 — WEST 12 MILE 263 2 — D10-5 21" X 60"

REPLACE 9-4 — WEST 12 MILE 263 4 — D10-5 21" X 60"

REPLACE 9-1 — EAST 12 MILE 263 2 — D10-5 21" X 60"

REPLACE 9-3 — EAST 12 MILE 263 4 — D10-5 21" X 60"

ROYAL AVENUE

WISCONSIN & SOUTHERN RAILROAD

E	EXISTING PAVEMENT MARKING
1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
5	PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
8	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
9	PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
30	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
P P P	SIGN ON WOOD POST(S)
0-0	SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) TO BE PLACED 2' FOR EVERY 100' PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 119	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\024517_pm.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 100:1

2

N

NANA LANE

EAST (12) MILE 263 6

D10-5
21" X 60"

REPLACE 10-1

WB+55

END BEGIN 9 3

WB+55

TNW+83
MATCH EXISTING

TNW+83
MATCH EXISTING

WB+82

SOUTH TOWNE DRIVE NW RAMP

R/L SOUTH TOWNE DRIVE NW RAMP

40TNW 42TNW 44TNW 46TNW 48TNW 50TNW 52TNW 54TNE

REPLACE 10-3

W4-3R
48" X 48"

R/L WB USH 12/18

WB USH 12/18

E 650WB E 652WB E 654WB F 656WB F 658WB F 660WB F 662WB F 66

MATCHLINE E 39EB+00

MATCHLINE E 54EB+00

E 40EB E 42EB EB USH 12/18 E 44EB E 46EB E 48EB E 50EB E 52EB E 5

EB+20
MATCH EXISTING

EB+38

R/L EB USH 12/18

R/L SOUTH TOWNE DRIVE SW RAMP

TSW+35
MATCH EXISTING

TSW+35
MATCH EXISTING

TSW+35
MATCH EXISTING

END BEGIN 9 3

EB+20

ROYAL AVENUE

SOUTH TOWNE DRIVE SW RAMP

46TSW 48TSW 50TSW 52TSW 54TS

SOUTH TOWNE DRIVE

REPLACE 10-2

WEST (12) MILE 263 6

D10-5
21" X 60"

E	EXISTING PAVEMENT MARKING
1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
5	PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
8	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
9	PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
30	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
o o	SIGN ON WOOD POST(S)
0-0	SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) TO BE PLACED 2' FOR EVERY 100' PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 120	E

2

N

SOUTH TOWNE DRIVE

SOUTH TOWNE DRIVE NE RAMP

SOUTH TOWNE DRIVE SE RAMP

WB USH 12/18

EB USH 12/18

ROYAL AVENUE

R/L SOUTH TOWNE DRIVE NE RAMP

R/L WB USH 12/18

R/L EB USH 12/18

R/L SOUTH TOWNE DRIVE SE RAMP

MATCHLINE E 54EB+00

MATCHLINE E 68EB+00

54TNE 56TNE 58TNE 60TNE 62TNE 64TNE

54TSE 56TSE 58TSE 60TSE 62TSE

TNE+12 MATCH EXISTING

TSE+17 MATCH EXISTING

EB+41 MATCH EXISTING

WB+11 WB+15 WB+22

EB+18

F 666WB F 668WB F 670WB F 672WB F 674WB F 676WB

E 56EB E 58EB E 60EB E 62EB E 64EB E 66EB

REPLACE 11-1

REPLACE 11-2

REPLACE 11-3

REPLACE 11-4

REPLACE 11-5

WEST 12 MILE 263 8 D10-5 21" X 60"

EAST 12 MILE 263 8 D10-5 21" X 60"

EAST 12 MILE 264 0 D10-5 21" X 60"

WEST 12 MILE 264 0 D10-5 21" X 60"

W4-1R 48" X 48"

(E) EXISTING PAVEMENT MARKING

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(8) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(9) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)

SIGN ON WOOD POST(S)

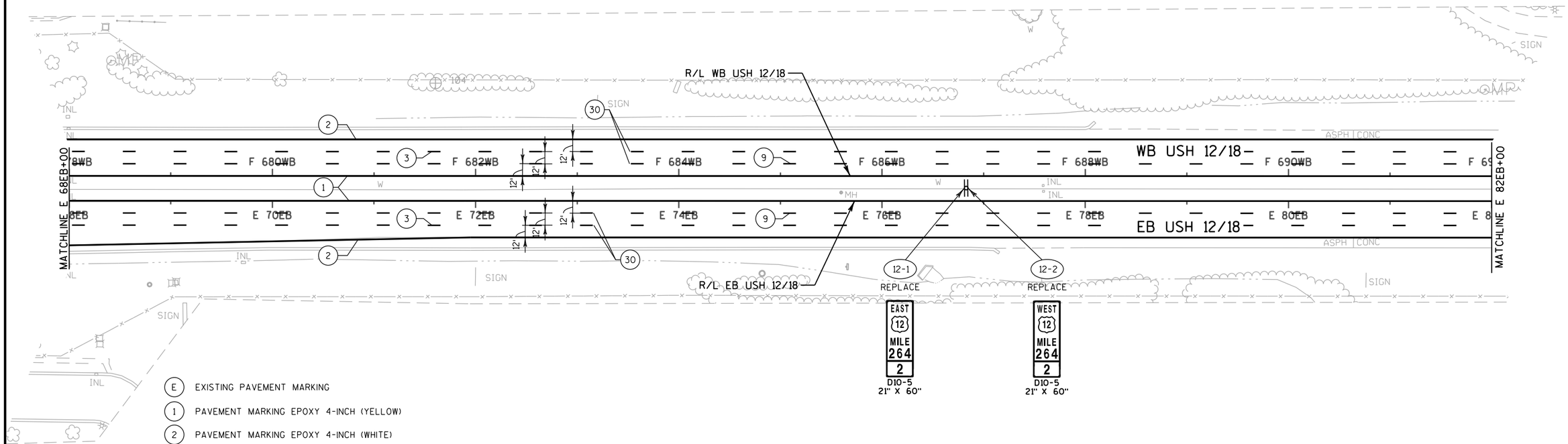
(0-0) SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) TO BE PLACED 2' FOR EVERY 100' PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 121	E

2

N



(E) EXISTING PAVEMENT MARKING

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(8) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(9) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
4-INCH (WHITE)

SIGN ON WOOD POST(S)

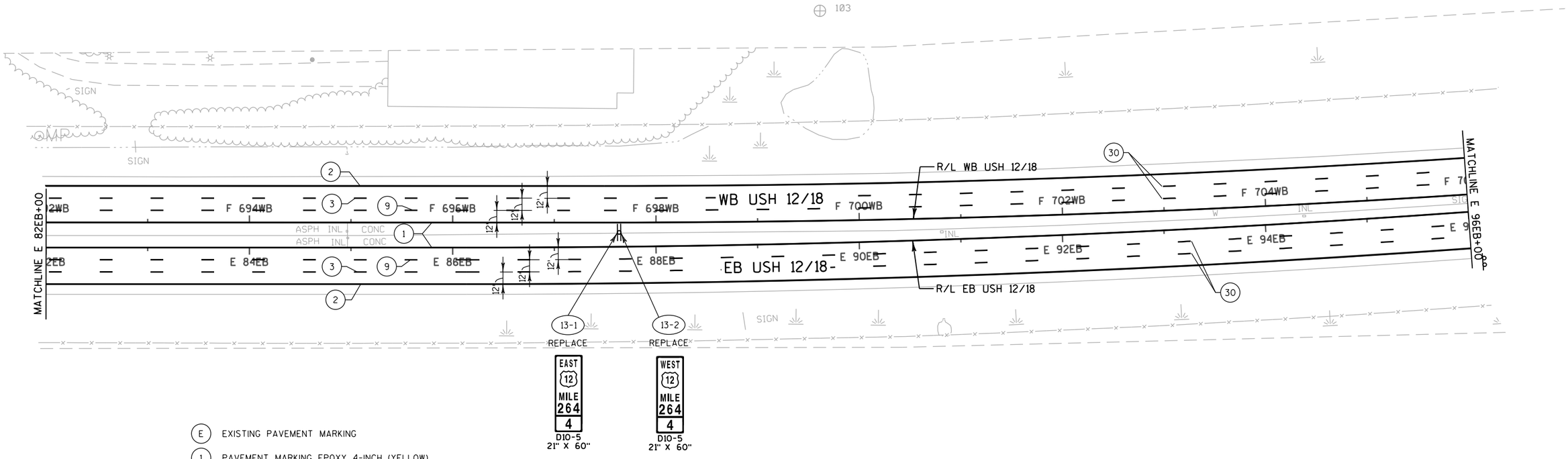
(0-0) SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 122	E

2

N



D10-5
21" X 60"

D10-5
21" X 60"

(E) EXISTING PAVEMENT MARKING

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(8) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(9) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
4-INCH (WHITE)

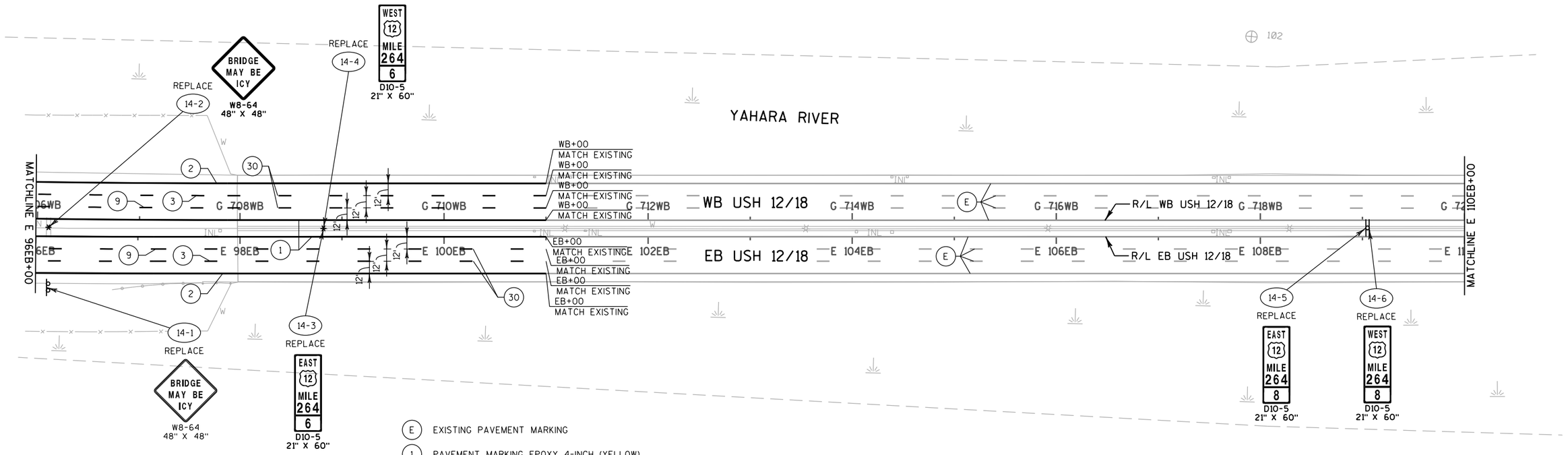
SIGN ON WOOD POST(S)

(0-0) SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO:1206-04-62	HWY: USH 12	COUNTY:DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 123	E

2



(E) EXISTING PAVEMENT MARKING

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(8) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(9) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
4-INCH (WHITE)

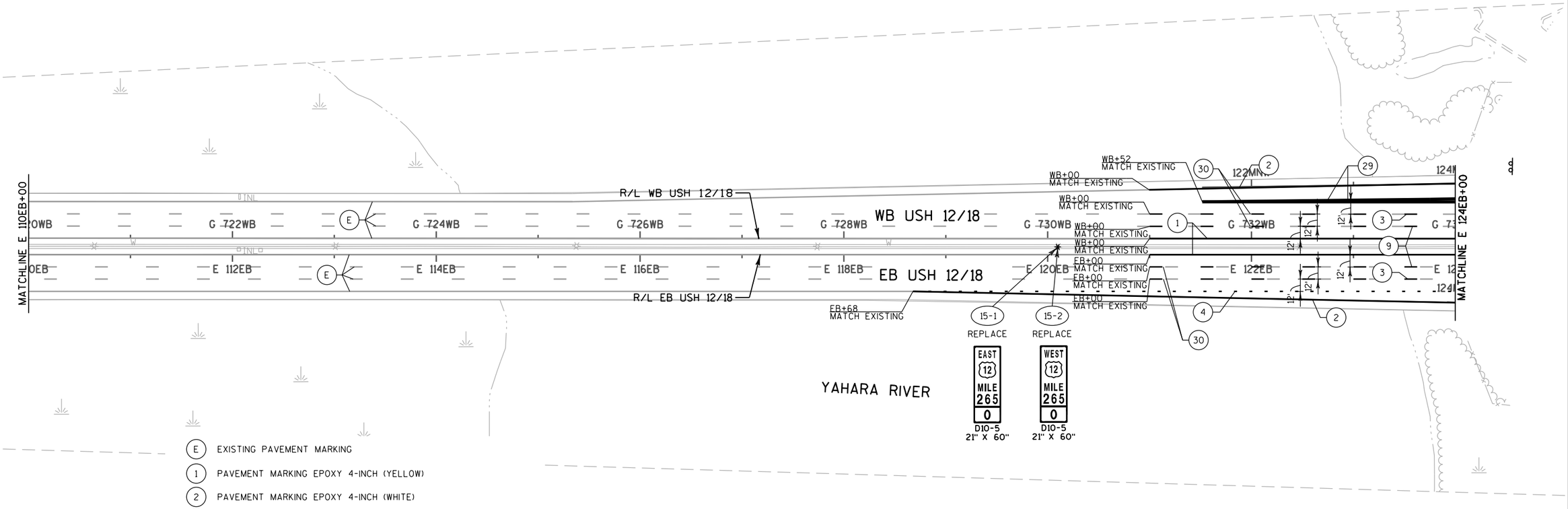
SIGN ON WOOD POST(S)

(0-0) SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 124	E

2



(E) EXISTING PAVEMENT MARKING

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(8) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(9) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
4-INCH (WHITE)

SIGN ON WOOD POST(S)

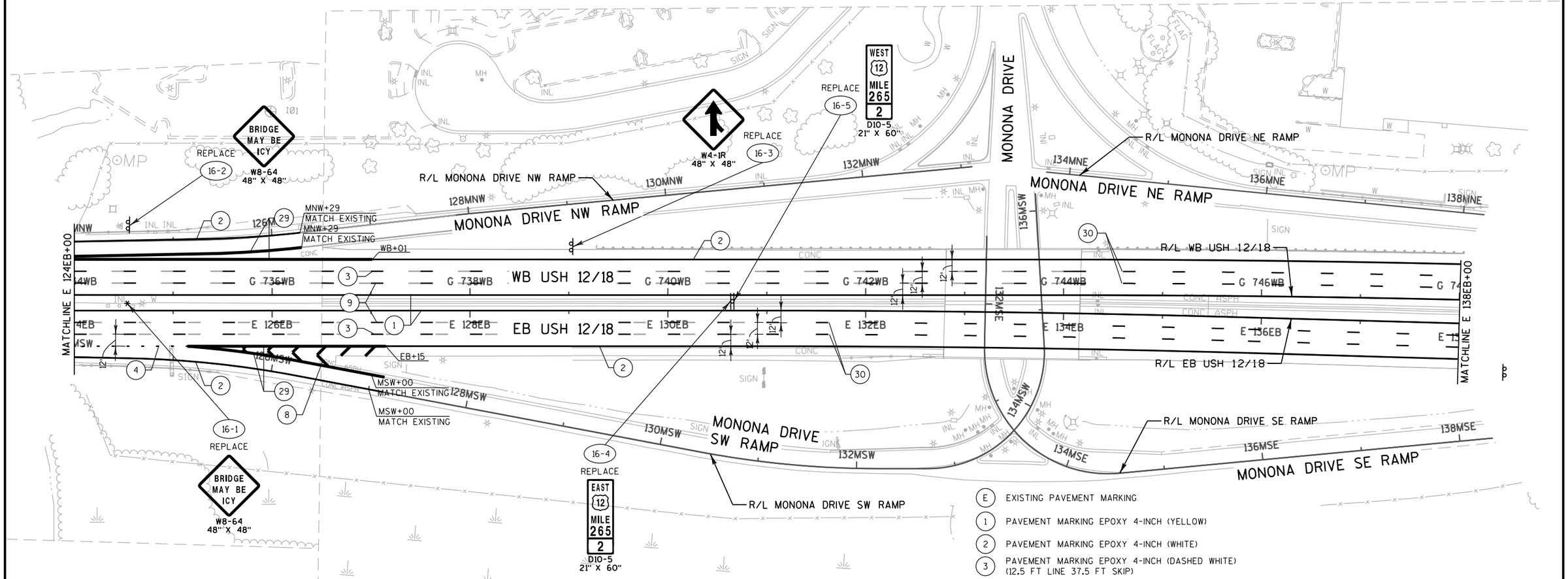
(0-0) SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 125	E

2

N

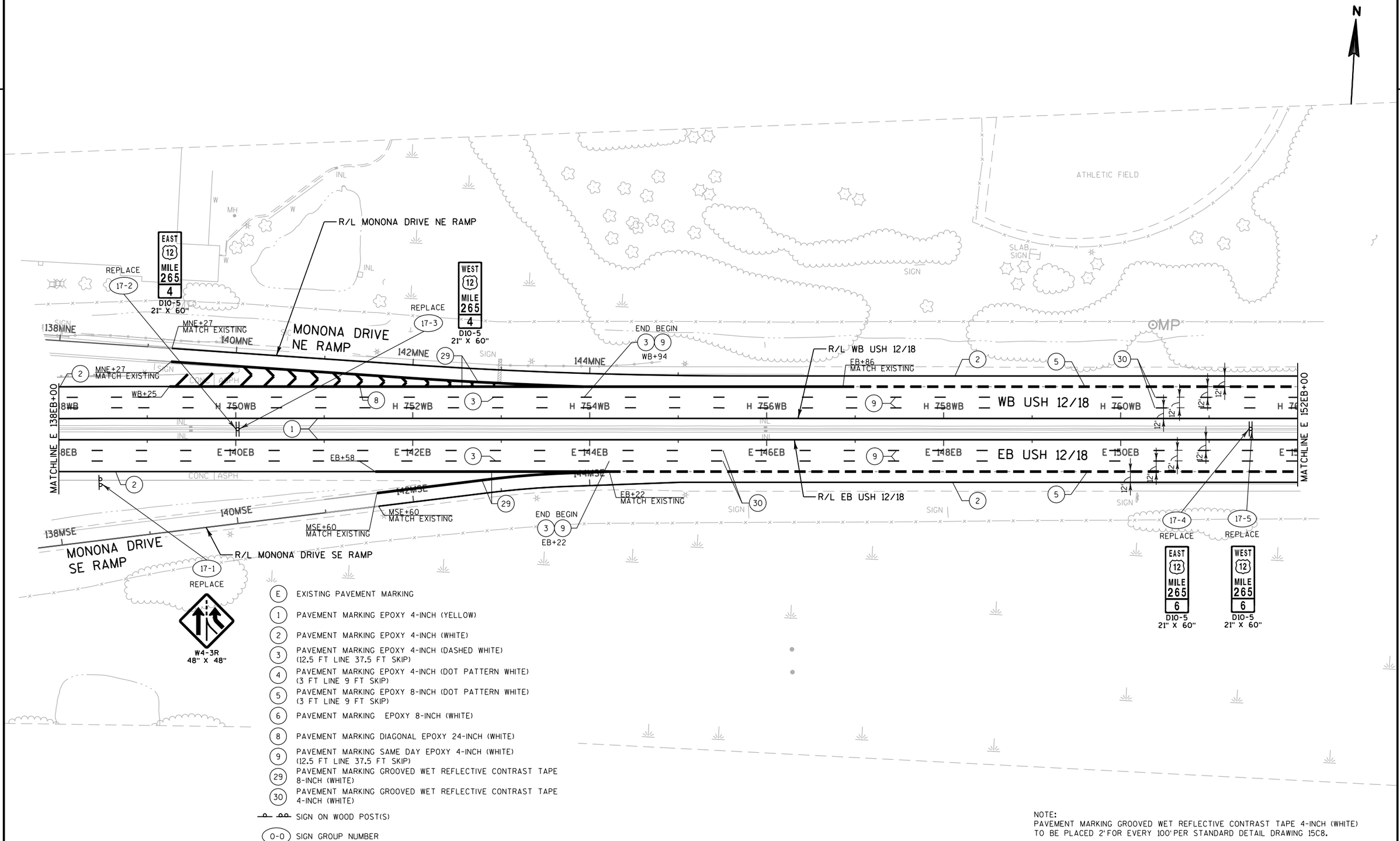


NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

E	EXISTING PAVEMENT MARKING
1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
5	PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
8	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
9	PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
30	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
	SIGN ON WOOD POST(S)
0-0	SIGN GROUP NUMBER

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 126	E

2



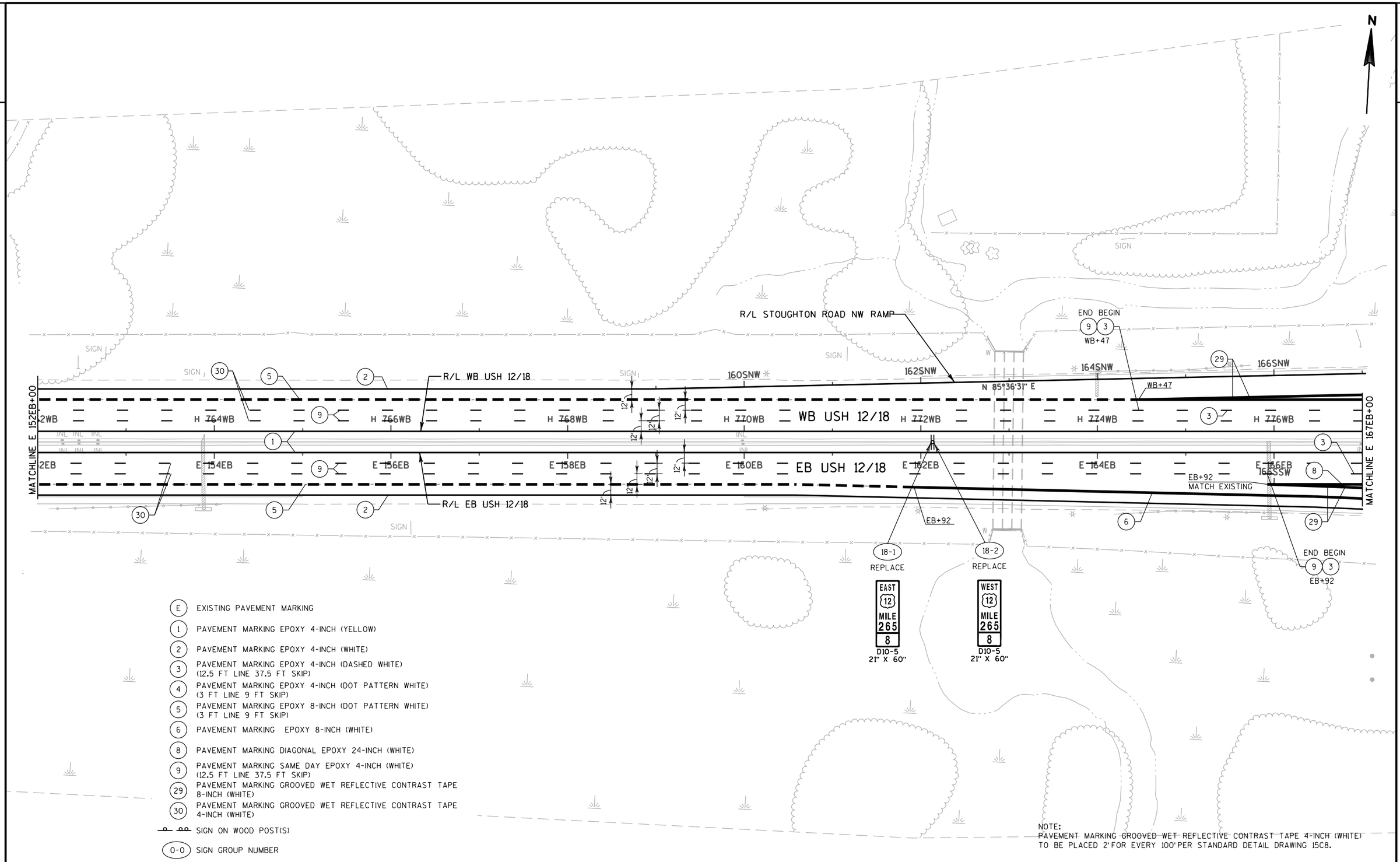
- (E) EXISTING PAVEMENT MARKING
- (1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
- (2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- (5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- (6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (8) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
- (9) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
- (30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
- SIGN ON WOOD POST(S)
- (0-0) SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\024525_pm.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 100:1
WISDOT/CADDS SHEET 42

2



(E) EXISTING PAVEMENT MARKING

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(8) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(9) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
4-INCH (WHITE)

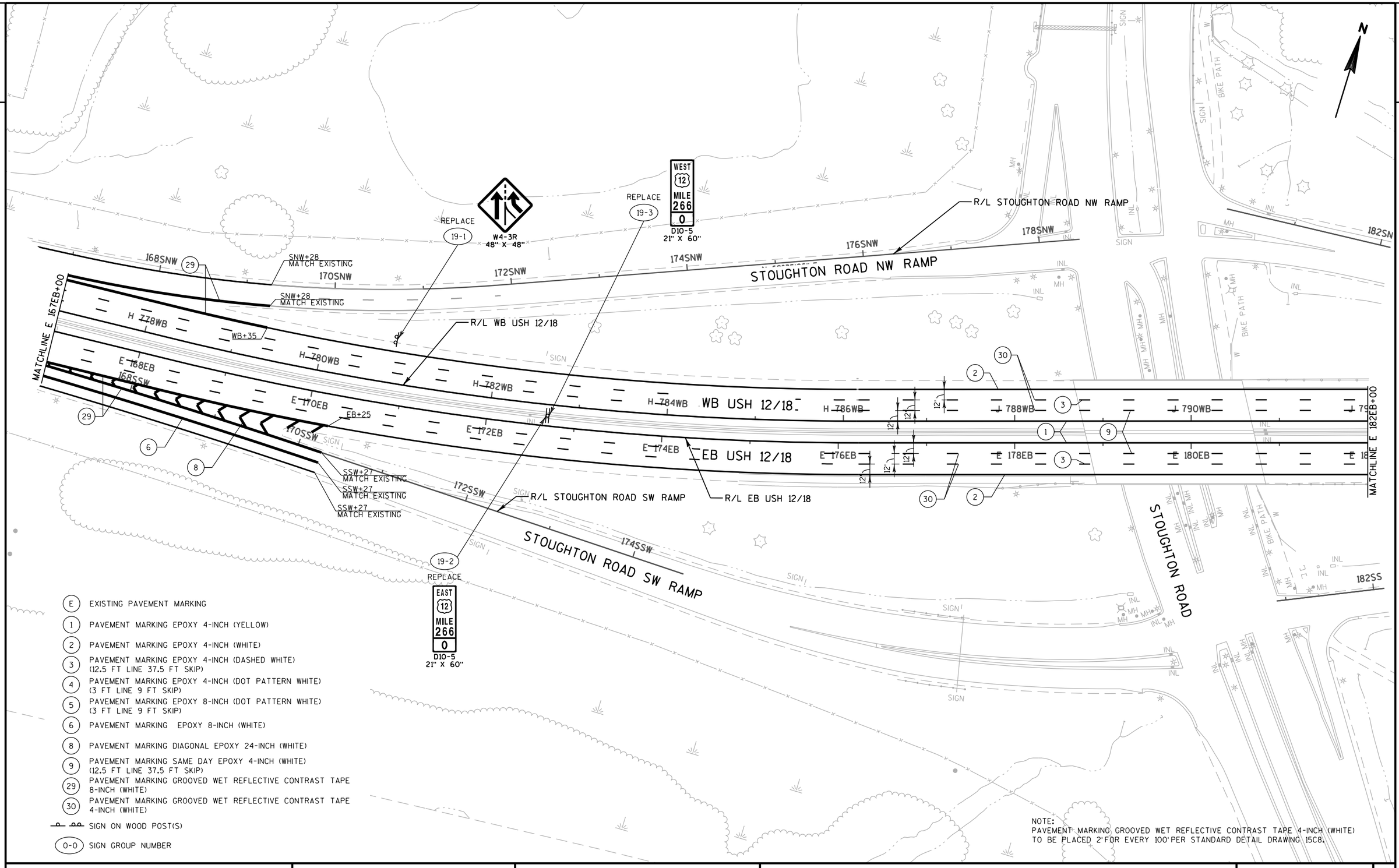
SIGN ON WOOD POST(S)

(0-0) SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO:1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 128	E

2



(E) EXISTING PAVEMENT MARKING

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(8) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(9) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
4-INCH (WHITE)

SIGN ON WOOD POST(S)

(0-0) SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 129	E

2

N

COLLINS COURT

R/L STOUGHTON ROAD NE RAMP

182SNE

184SNE

186SNE

188SNE

190SNE

192SNE

STOUGHTON ROAD NE RAMP

SNE+27
MATCH EXISTING

SNE+27
MATCH EXISTING

SNE+27
MATCH EXISTING

WB+24

END BEGIN
3 9
WB+85

R/L WB USH 12/18

WB+56
MATCH EXISTING

WB USH 12/18

MATCHLINE E 182EB+00

2WB 794WB 796WB 798WB 800WB 802WB 804WB J 80

MATCHLINE E 196EB+00

2EB E 184EB E 186EB EB USH 12/18 E 188EB E 190EB E 192EB E 194EB E 19

194SSE

192SSE

EB+76

190SSE

188SSE

186SSE

184SSE

182SSE

STOUGHTON ROAD SE RAMP

SSE+77
MATCH EXISTING

SSE+77
MATCH EXISTING

R/L EB USH 12/18

EB+29
MATCH EXISTING

R/L STOUGHTON ROAD SE RAMP

20-1
REPLACE

EAST 12 MILE 266 2
D10-5
21" X 60"

20-2
REPLACE

WEST 12 MILE 266 2
D10-5
21" X 60"

20-3
REPLACE

W4-1R
48" X 48"

20-4
REPLACE

EAST 12 MILE 266 4
D10-5
21" X 60"

20-5
REPLACE

WEST 12 MILE 266 4
D10-5
21" X 60"

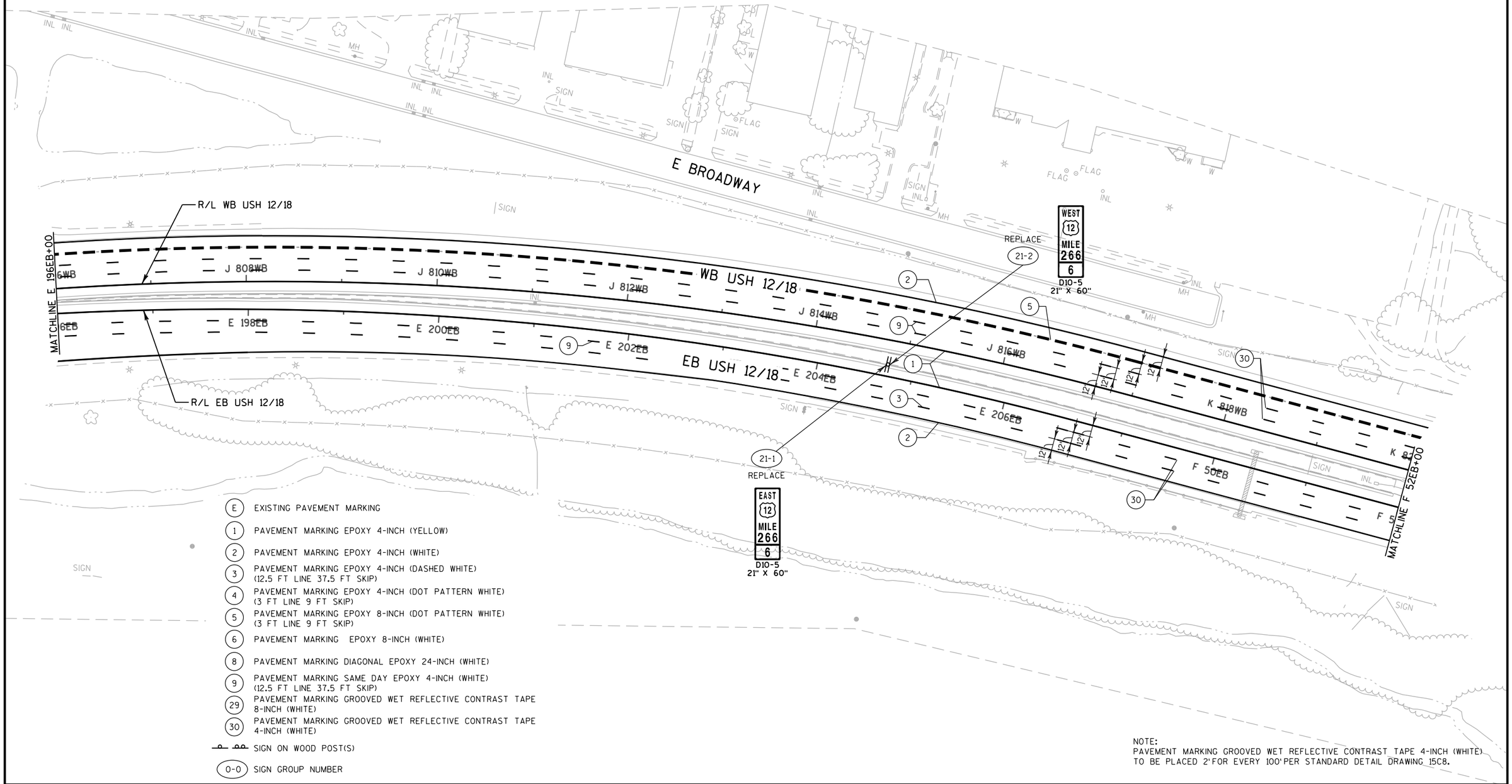
S DUTCH MILLS ROAD

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2' FOR EVERY 100' PER STANDARD DETAIL DRAWING 15C8.

E	EXISTING PAVEMENT MARKING
1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
5	PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
8	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
9	PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
30	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
P P	SIGN ON WOOD POST(S)
0-0	SIGN GROUP NUMBER

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 130	E

2



(E) EXISTING PAVEMENT MARKING

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(8) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(9) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
4-INCH (WHITE)

SIGN ON WOOD POST(S)

(0-0) SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2' FOR EVERY 100' PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 131	E

2

2

N

AGRICULTURE DRIVE

WB USH 12/18

EB USH 12/18

MATCHLINE F 52EB+00

MATCHLINE F 66EB+00

K 822WB K 824WB K 826WB K 828WB K 830WB K 832WB

F 54EB F 56EB F 58EB F 60EB F 62EB F 64EB

WB+00

R/L WB USH 12/18

R/L EB USH 12/18

12'

22-1 REPLACE

22-2 REPLACE

EAST 12 MILE 266 8
D10-5
21" X 60"

WEST 12 MILE 266 8
D10-5
21" X 60"

SIGN

RIPRAP

(E) EXISTING PAVEMENT MARKING

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(8) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(9) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
4-INCH (WHITE)

P PP SIGN ON WOOD POST(S)

(0-0) SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 132	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\024530_pm.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

N

IH 39 SB TO
USH 12/18 WB RAMP

WB USH 12/18

R/L WB USH 12/18

EB USH 12/18

R/L EB USH 12/18

USH 12/18 EB TO
IH 39 SB RAMP

R/L USH 12/18 EB TO IH 39 SB RAMP

MATCHLINE F 66EB+00

MATCHLINE F 80EB+00

K 836WB

K 838WB

K 840WB

K 842WB

K 844WB

K 846WB

F 66EB

F 68EB

F 70EB

F 72EB

F 74EB

F 76EB

F 78EB

74HES

76HES

76HSW

78HSW

80HES

EB+34

EB+85
MATCH EXISTING

EB+30

EB+91

HES+28
MATCH EXISTING

12'

INL

SIGN

NOIS

⊙MP

23-1
REPLACE

23-2
REPLACE

EAST
12
MILE
267
0

WEST
12
MILE
267
0

D10-5
21" X 60"

D10-5
21" X 60"

E	EXISTING PAVEMENT MARKING
1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
5	PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
8	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
9	PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
30	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
P P	SIGN ON WOOD POST(S)
0-0	SIGN GROUP NUMBER

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 133	E

2

N

R/L IH 39 NB TO USH 12/18 WB RAMP

IH 39 SB TO
USH 12/18 WB RAMP

HSW+65
MATCH EXISTING

HSW+51
MATCH EXISTING

HSW+54
MATCH EXISTING

WB+67
MATCH EXISTING

WB+68
MATCH EXISTING

HSW+35

WB+58

WB+73

HSW

82HSW

84HSW

86HSW

88HSW

90HSW

SIGN

T030
861.500

MATCHLINE F 80EB+00

MATCHLINE L 94WB+00

K 848WB

K 850WB

K 852WB

K 854WB

K 856WB

K 858WB

K 860WB

WB USH 12/18

R/L WB USH 12/18

F 82EB

F 84EB

F 86EB

F 88EB

F 90EB

F 92EB

F 94EB

MATCHLINE F 95EB+00

R/L EB USH 12/18

R/L USH 12/18 EB TO IH 39 SB RAMP

USH 12/18 EB TO
IH 39 SB RAMP

82HES

84HES

86HES

88HES

NOTE:
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE)
TO BE PLACED 2'FOR EVERY 100'PER STANDARD DETAIL DRAWING 15C8.

(E) EXISTING PAVEMENT MARKING

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(8) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(9) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
4-INCH (WHITE)

SIGN ON WOOD POST(S)

(0-0) SIGN GROUP NUMBER

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS AND SIGNING	SHEET 134	E

GENERAL NOTES FOR TRAFFIC CONTROL

1) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGN DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

2) CONFLICTING PERMANENT SIGNS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER. CONFLICTING PERMANENT SIGNS WILL BE COVERED USING THE STANDARD BID ITEM, TRAFFIC CONTROL COVERING SIGNS.

3) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

4) FOR NIGHTTIME OPERATION, ALL DRUMS IN TAPERS SHALL HAVE A TYPE C STEADY BURN WARNING LIGHT.

5) ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE A (LOW INTENSITY FLASHING) LIGHTS.

6) ALL PAVEMENT MARKING STATIONING IN TRAFFIC CONTROL PLANS HAVE THE PREFIX OF THE ALIGNMENT THAT IT IS MEASURED OFF OF IN THE STATION CALLOUT.

7) ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO PART VI OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

8) CONTRACTORS EQUIPMENT AND MATERIALS STOCKPILES MAY NOT BE STORED WIHTIN 30-FEET OF THE EDGE OF TRAVEL LANE OF USH 12 OR USH 12 RAMPS WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST, PAID FOR AT THE CONTRACTOR'S EXPENSE.

9) TURNING TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE IS NOT ALLOWED.

10) CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED AS DIRECTED BY ENGINEER

11) REMOVAL OF ADHESIVE RESIDUE FROM TEMPORARY PAVEMENT MARKING REMOVABLE TAPE IS INCLUDED UNDER THE ITEM "REMOVING PAVEMENT MARKINGS WATER BLASTING"

12) WHEN A SEGMENT OF THE PROJECT IS NOT SHOWN ON THE STAGING PLANS, USE THE SAME TRAFFIC CONTROL AS THE PREVIOUS STAGE FOR THAT SEGMENT.

GENERAL NOTES FOR FIXED MESSAGE SIGNS FOUND ON TRAFFIC CONTROL SHEETS

1) CONTRACTOR SHALL LOCATE FIXED MESSAGE SIGNS A MINIMUM OF 400' FROM ANY TYPE I SIGN

2) ALL FIXED MESSAGE SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON STANDARD REFLECTIVE SHEETING-REFERENCE: "WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION", LATEST EDITION.

3) SEE FIXED MESSAGE SIGN CONSTRUCTION DETAIL SHEETS FOR MORE INFORMATION.

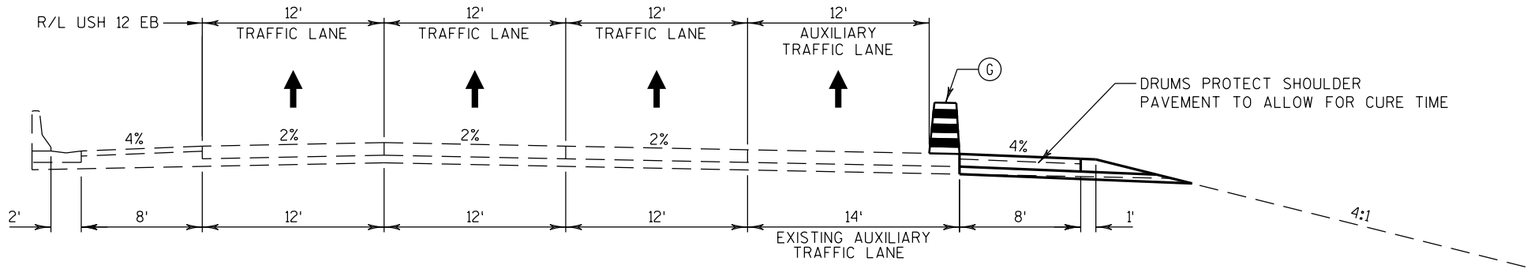
TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- SIGN — TRAFFIC CONTROL SIGN(S)
- SIGN — TRAFFIC CONTROL SIGN(S) FROM PREVIOUS STAGE
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST WITH GAWK SCREEN FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST WITH GAWK SCREEN
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- —C— TRAFFIC CONTROL CHANNELIZING CURB SYSTEM
- TEMPORARY PAVEMENT MARKINGS
- TEMPORARY PAVEMENT MARKINGS FROM PREVIOUS STAGE OR EXISTING PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING LEGEND

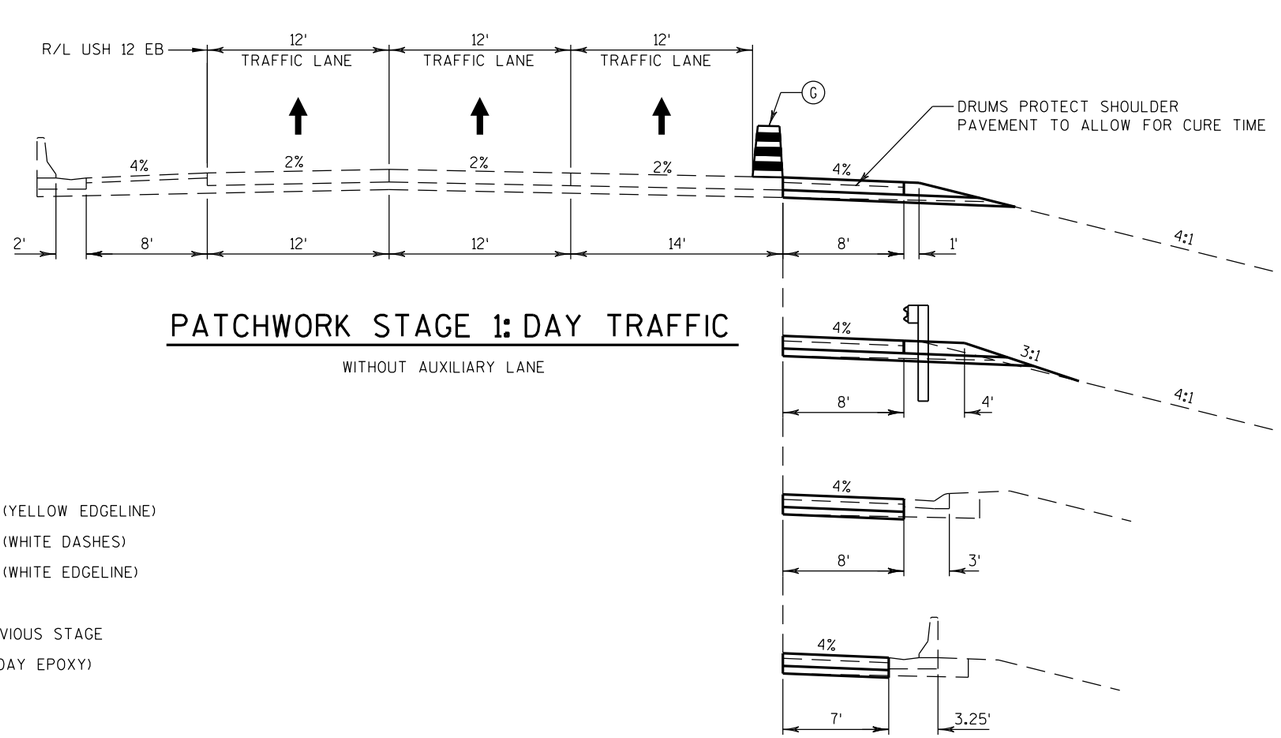
- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
- (63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- (64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

2



PATCHWORK STAGE 1: DAY TRAFFIC

WITH AUXILIARY LANE



PATCHWORK STAGE 1: DAY TRAFFIC

WITHOUT AUXILIARY LANE

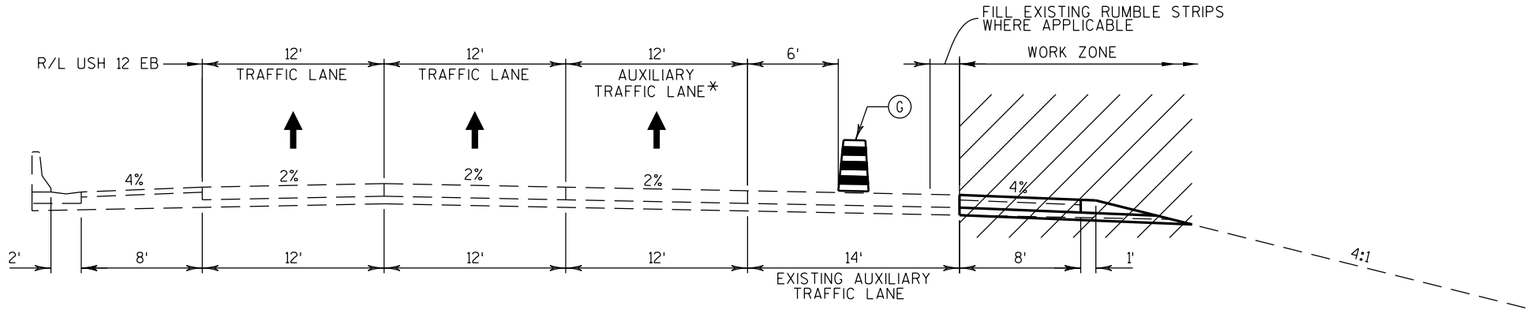
LEGEND

- (A) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW EDGELINE)
- (B) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE DASHES)
- (C) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
- (D) PROPOSED FINAL PAVEMENT MARKINGS
- (E) EXISTING PAVEMENT MARKING FROM PREVIOUS STAGE
- (F) PROPOSED PAVEMENT MARKINGS (SAME DAY EPOXY)
- (G) DRUMS AT 50' SPACING

TRAFFIC FLOW

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 136	E

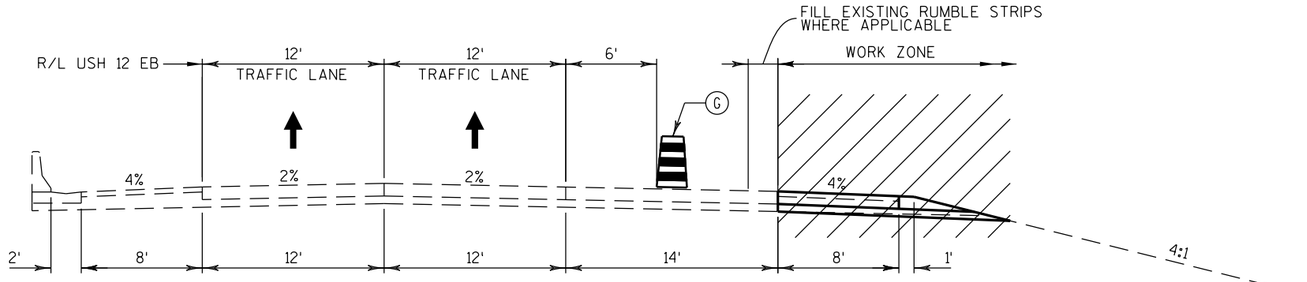
2



PATCHWORK STAGE 1: NIGHT SINGLE LANE CLOSURE

WITH AUXILIARY LANE
(NIGHTTIME CLOSURE ONLY)

* UPSTREAM ON-RAMP MAY BE CONVERTED TO YIELD CONDITION DURING NIGHTTIME OPERATIONS. SHIFT DRUM 12-FEET TOWARD THE MEDIAN TO ALLOW FOR LARGER WORKZONE BUFFER



PATCHWORK STAGE 1: NIGHT SINGLE LANE CLOSURE

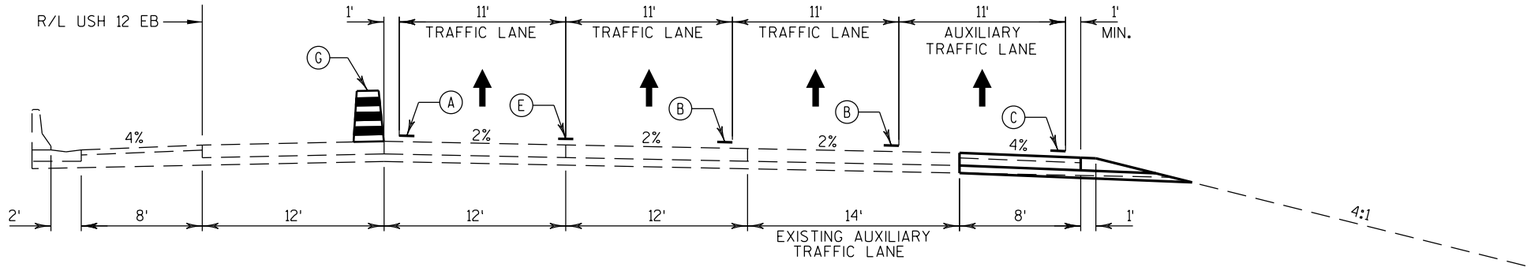
WITHOUT AUXILIARY LANE
(NIGHTTIME CLOSURE ONLY)

LEGEND

- (A) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW EDGELINE)
- (B) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE DASHES)
- (C) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
- (D) PROPOSED FINAL PAVEMENT MARKINGS
- (E) EXISTING PAVEMENT MARKING FROM PREVIOUS STAGE
- (F) PROPOSED PAVEMENT MARKINGS (SAME DAY EPOXY)
- (G) DRUMS AT 50' SPACING

TRAFFIC FLOW

2



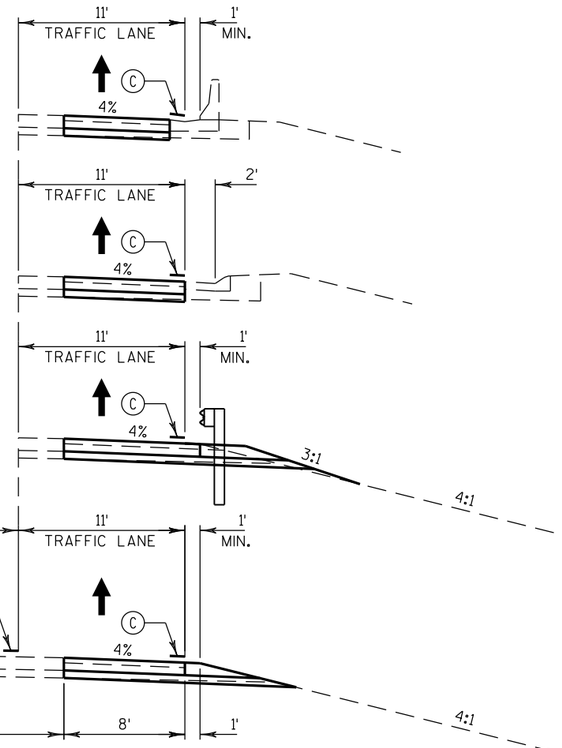
PATCHWORK STAGE 2: DAY TRAFFIC

WITH AUXILIARY LANE

LEGEND

- (A) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW EDGELINE)
- (B) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE DASHES)
- (C) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
- (D) PROPOSED FINAL PAVEMENT MARKINGS
- (E) EXISTING PAVEMENT MARKING FROM PREVIOUS STAGE
- (F) PROPOSED PAVEMENT MARKINGS (SAME DAY EPOXY)
- (G) DRUMS AT 50' SPACING

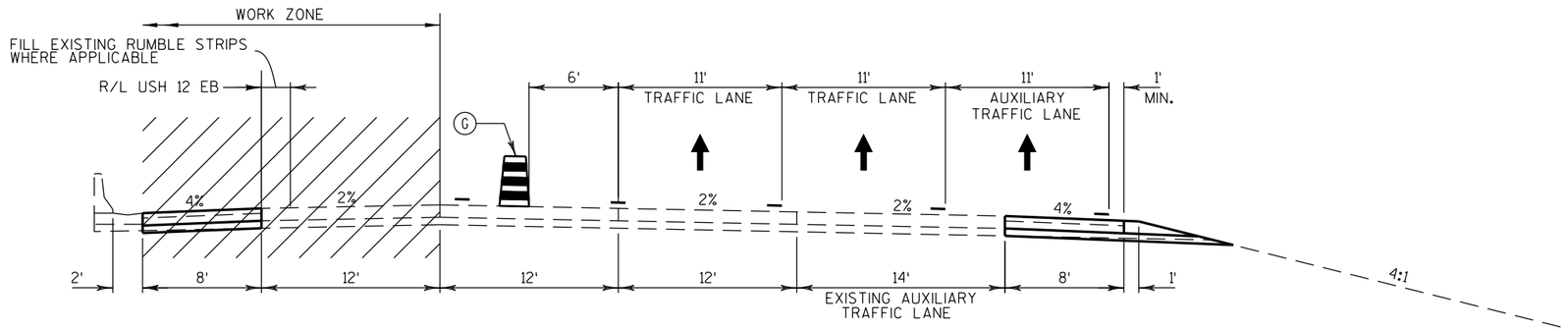
TRAFFIC FLOW



PATCHWORK STAGE 2: DAY TRAFFIC

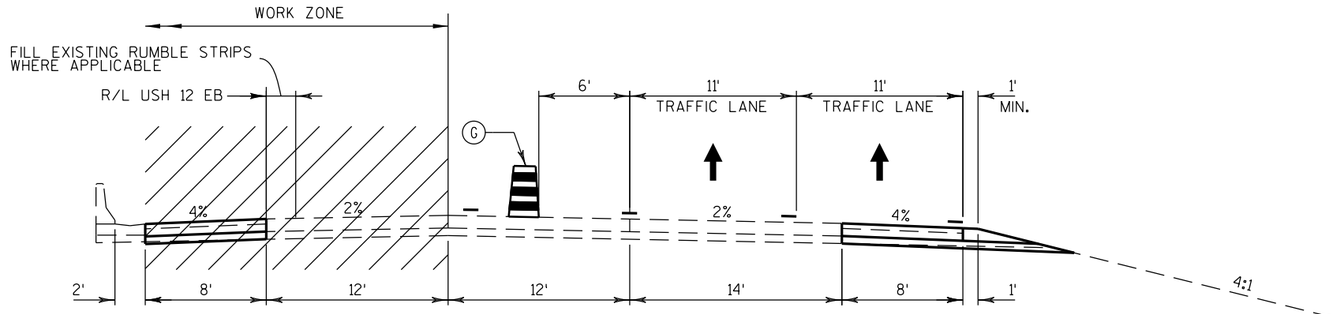
WITHOUT AUXILIARY LANE

2



PATCHWORK STAGE 2: NIGHT SINGLE LANE CLOSURE

WITH AUXILIARY LANE



PATCHWORK STAGE 2: NIGHT SINGLE LANE CLOSURE

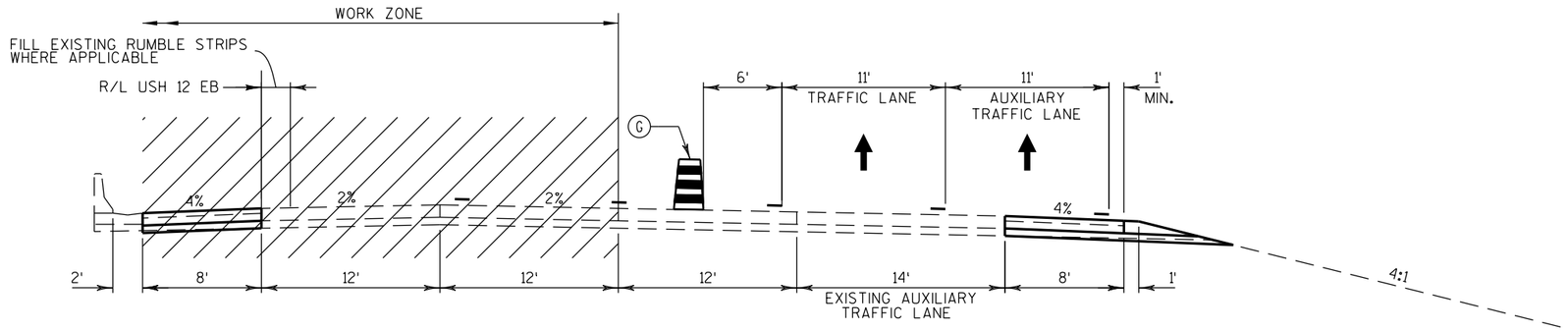
WITHOUT AUXILIARY LANE

LEGEND

- (A) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW EDGELINE)
- (B) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE DASHES)
- (C) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
- (D) PROPOSED FINAL PAVEMENT MARKINGS
- (E) EXISTING PAVEMENT MARKING FROM PREVIOUS STAGE
- (F) PROPOSED PAVEMENT MARKINGS (SAME DAY EPOXY)
- (G) DRUMS AT 50' SPACING

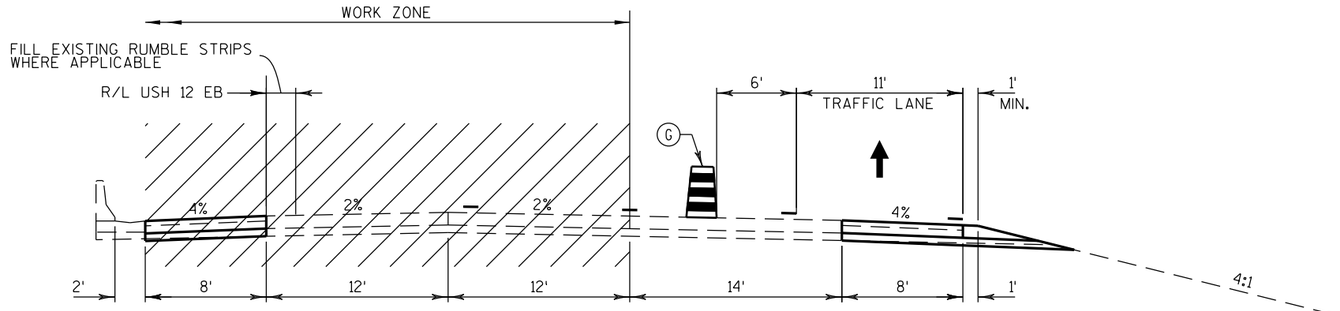
TRAFFIC FLOW

2



PATCHWORK STAGE 2: NIGHT DOUBLE LANE CLOSURE

WITH AUXILIARY LANE



PATCHWORK STAGE 2: NIGHT DOUBLE LANE CLOSURE

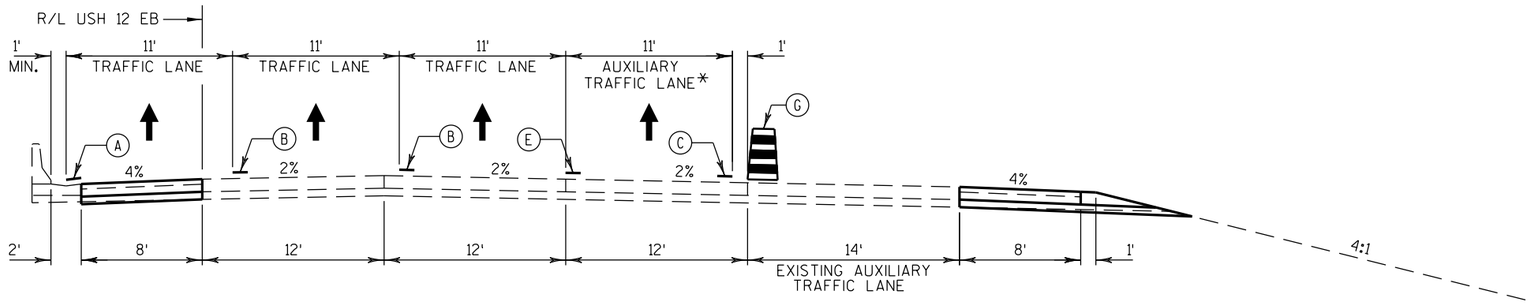
WITHOUT AUXILIARY LANE

LEGEND

- (A) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW EDGELINE)
- (B) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE DASHES)
- (C) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
- (D) PROPOSED FINAL PAVEMENT MARKINGS
- (E) EXISTING PAVEMENT MARKING FROM PREVIOUS STAGE
- (F) PROPOSED PAVEMENT MARKINGS (SAME DAY EPOXY)
- (G) DRUMS AT 50' SPACING

↑ TRAFFIC FLOW

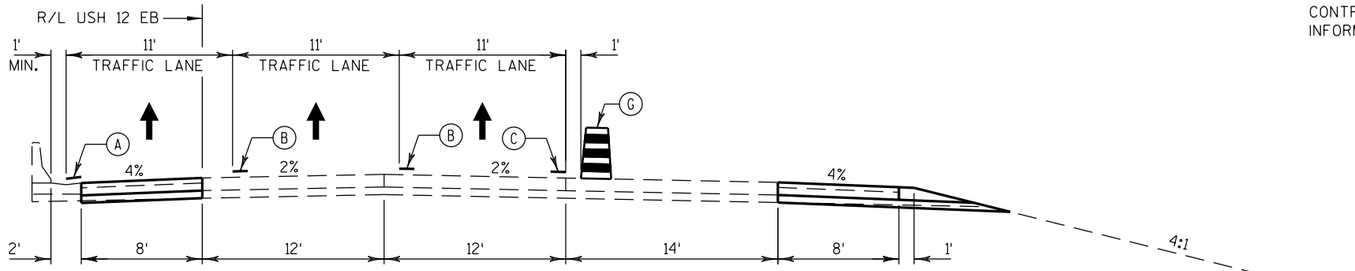
2



PATCHWORK STAGE 3: DAY TRAFFIC

WITH AUXILIARY LANE

* FOR A MAXIMUM PERIOD OF 10-DAYS THE AUXILIARY LANE MAY BE CONVERTED TO A PARALLEL MERGE TO ALLOW FOR PATCHES TO CURE. REFER TO THE TRAFFIC CONTROL CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.



PATCHWORK STAGE 3: DAY TRAFFIC

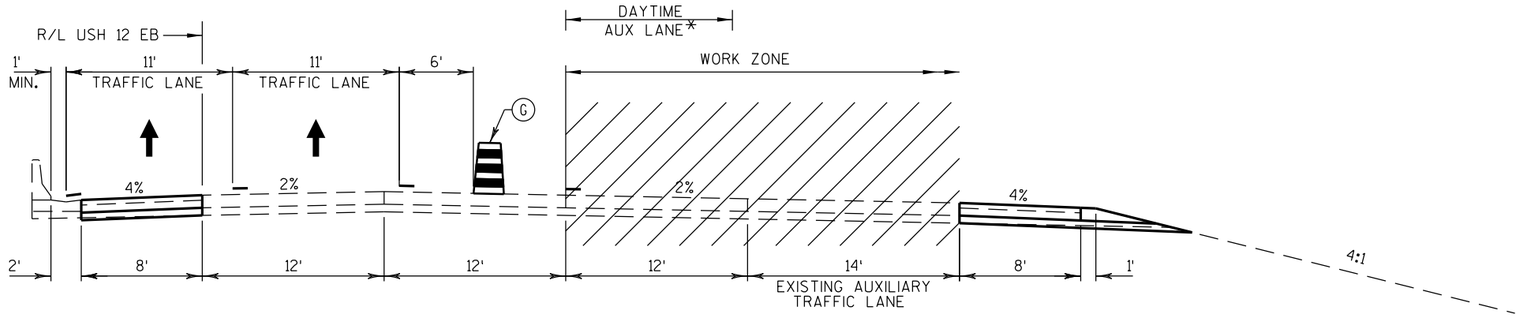
WITHOUT AUXILIARY LANE

LEGEND

- (A) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW EDGELINE)
- (B) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE DASHES)
- (C) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
- (D) PROPOSED FINAL PAVEMENT MARKINGS
- (E) EXISTING PAVEMENT MARKING FROM PREVIOUS STAGE
- (F) PROPOSED PAVEMENT MARKINGS (SAME DAY EPOXY)
- (G) DRUMS AT 50' SPACING

TRAFFIC FLOW

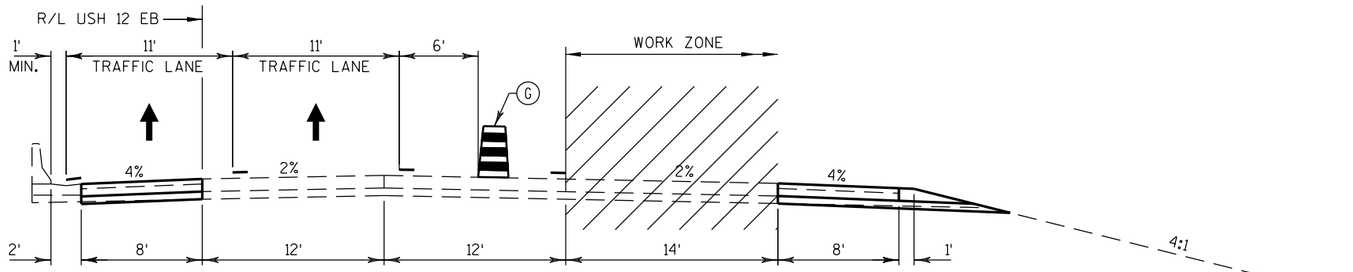
2



PATCHWORK STAGE 3: NIGHT SINGLE LANE CLOSURE

WITH AUXILIARY LANE

* AUXILIARY LANE NOT IN USE WHILE UPSTREAM ON-RAMP IS SWITCHED TO A YIELD CONDITION. THE CONTRACTOR MAY ALSO CLOSE THE UPSTREAM ON-RAMP TO COMPLETE REPAIRS ON THE RAMP. REFER TO SPECIAL PROVISIONS FOR DETAILS REGARDING RAMP CLOSURES.



PATCHWORK STAGE 3: NIGHT SINGLE LANE CLOSURE

WITHOUT AUXILIARY LANE

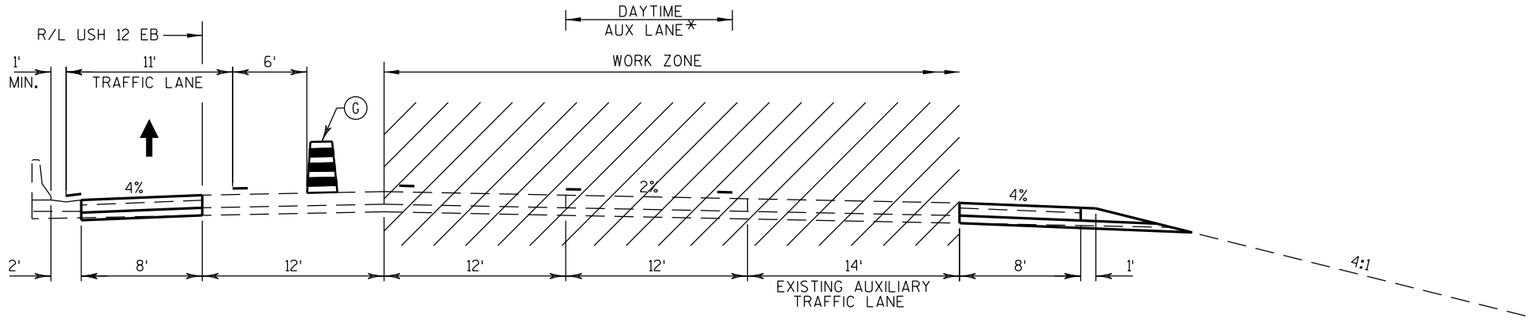
LEGEND

- (A) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW EDGELINE)
- (B) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE DASHES)
- (C) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
- (D) PROPOSED FINAL PAVEMENT MARKINGS
- (E) EXISTING PAVEMENT MARKING FROM PREVIOUS STAGE
- (F) PROPOSED PAVEMENT MARKINGS (SAME DAY EPOXY)
- (G) DRUMS AT 50' SPACING

TRAFFIC FLOW

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 142	E

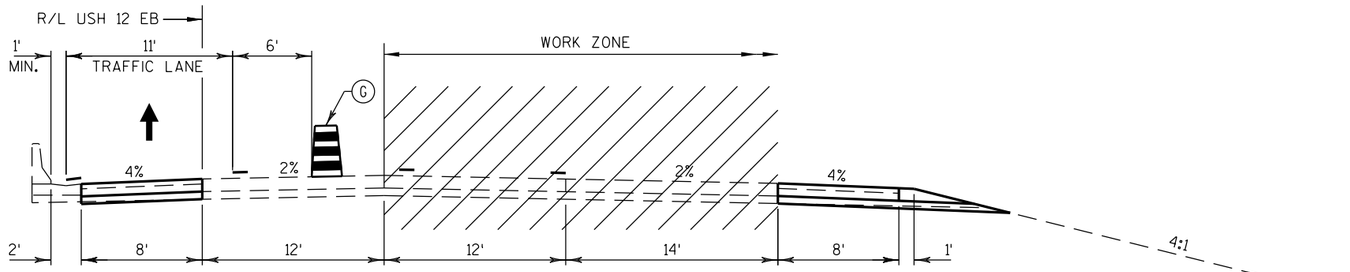
2



PATCHWORK STAGE 3: NIGHT DOUBLE LANE CLOSURE

WITH AUXILIARY LANE

* AUXILIARY LANE NOT IN USE WHILE UPSTREAM ON-RAMP IS SWITCHED TO A YIELD CONDITION. THE CONTRACTOR MAY ALSO CLOSE THE UPSTREAM ON-RAMP TO COMPLETE REPAIRS ON THE RAMP. REFER TO SPECIAL PROVISIONS FOR DETAILS REGARDING RAMP CLOSURES.



PATCHWORK STAGE 3: NIGHT DOUBLE LANE CLOSURE

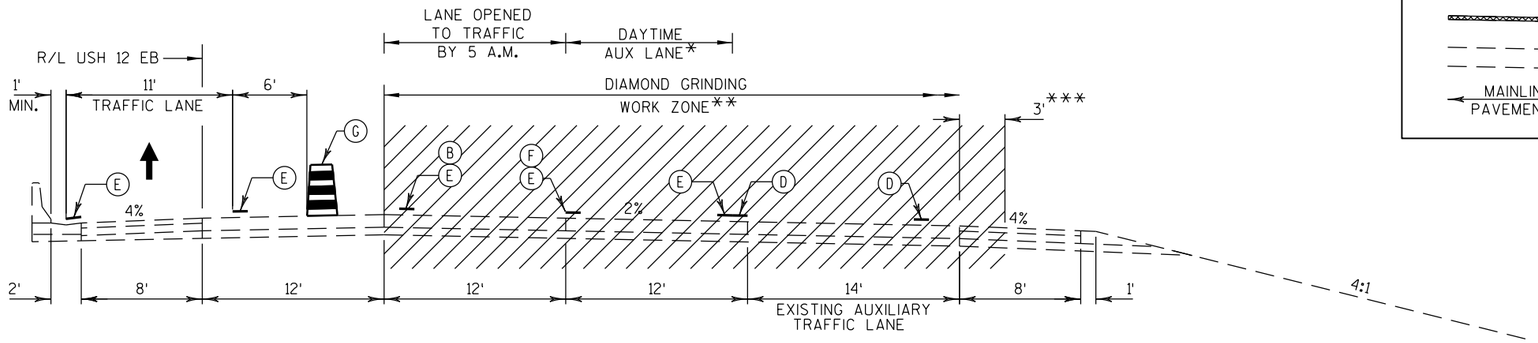
WITHOUT AUXILIARY LANE

LEGEND

- (A) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW EDGELINE)
- (B) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE DASHES)
- (C) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
- (D) PROPOSED FINAL PAVEMENT MARKINGS
- (E) EXISTING PAVEMENT MARKING FROM PREVIOUS STAGE
- (F) PROPOSED PAVEMENT MARKINGS (SAME DAY EPOXY)
- (G) DRUMS AT 50' SPACING

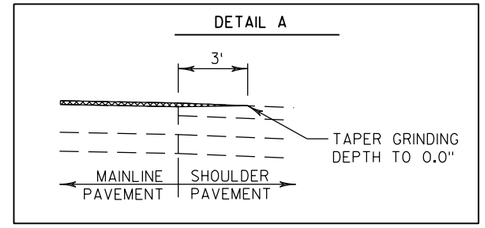
TRAFFIC FLOW

2



STAGE 3: NIGHT DOUBLE LANE CLOSURE
CONCRETE DIAMOND GRINDING OPERATION

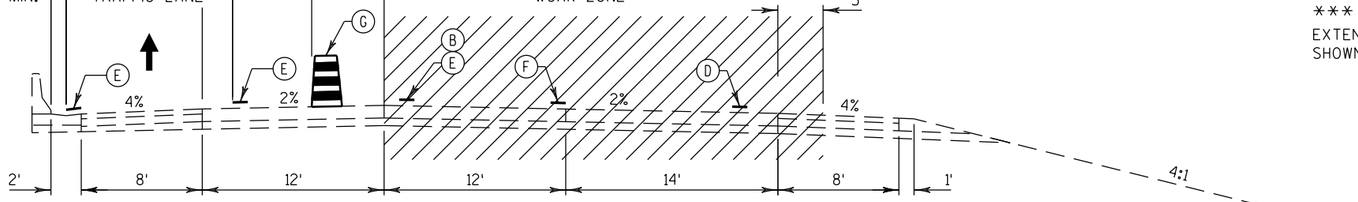
WITH AUXILIARY LANE



* AUXILIARY LANE NOT IN USE WHILE UPSTREAM ON-RAMP IS SWITCHED TO A YIELD CONDITION. THE CONTRACTOR MAY ALSO CLOSE THE UPSTREAM ON-RAMP TO COMPLETE REPAIRS ON THE RAMP. REFER TO SPECIAL PROVISIONS FOR DETAILS REGARDING RAMP CLOSURES.

** STAGE 3 WORKZONE ALSO INCLUDES DIAMOND GRINDING THE EXISTING CONCRETE PAVEMENT. DO NOT GRIND PAVEMENT UNTIL CONCRETE PATCHES AND CORNER CRACK REPAIRS HAVE CURED PER STANDARD SPECIFICATIONS.

*** PAY LIMITS FOR CONCRETE DIAMOND GRINDING EXTENDS 3-FEET INTO THE SHOULDER. TAPER GRINDING AS SHOWN IN DETAIL A.



STAGE 3: NIGHT DOUBLE LANE CLOSURE
CONCRETE DIAMOND GRINDING OPERATION

WITHOUT AUXILIARY LANE

LEGEND

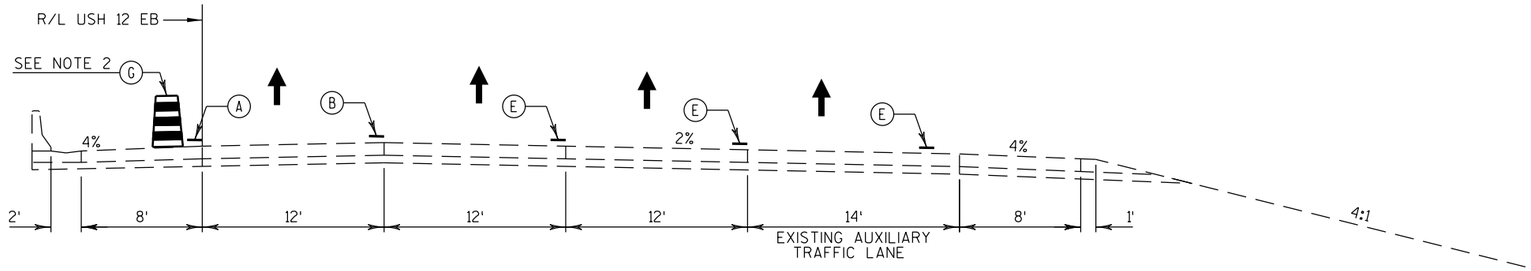
- (A) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW EDGELINE)
- (B) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE DASHES)
- (C) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
- (D) PROPOSED FINAL PAVEMENT MARKINGS
- (E) EXISTING PAVEMENT MARKING FROM PREVIOUS STAGE
- (F) PROPOSED PAVEMENT MARKINGS (SAME DAY EPOXY)
- (G) DRUMS AT 50' SPACING

TRAFFIC FLOW

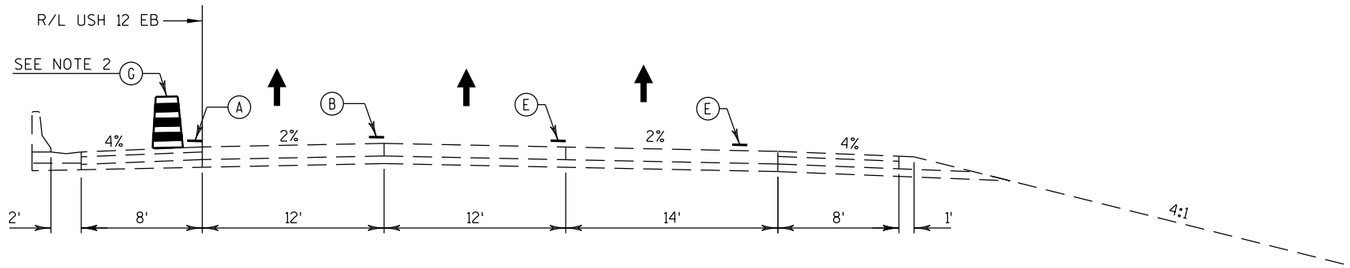
NOTES:

1) PRIOR TO OPENING TRAFFIC LANES IN THE MORNING, PAVEMENT MARKINGS MUST BE RE-ESTABLISHED FOLLOWING DIAMOND GRINDING OPERATIONS

2



PATCHWORK STAGE 4: DAY TRAFFIC
CONCRETE DIAMOND GRINDING
WITH AUXILIARY LANE



PATCHWORK STAGE 4: DAY TRAFFIC
CONCRETE DIAMOND GRINDING
WITHOUT AUXILIARY LANE

LEGEND

- (A) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW EDGELINE)
- (B) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE DASHES)
- (C) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
- (D) PROPOSED FINAL PAVEMENT MARKINGS
- (E) EXISTING PAVEMENT MARKING FROM PREVIOUS STAGE
- (F) PROPOSED PAVEMENT MARKINGS (SAME DAY EPOXY)
- (G) DRUMS AT 50' SPACING

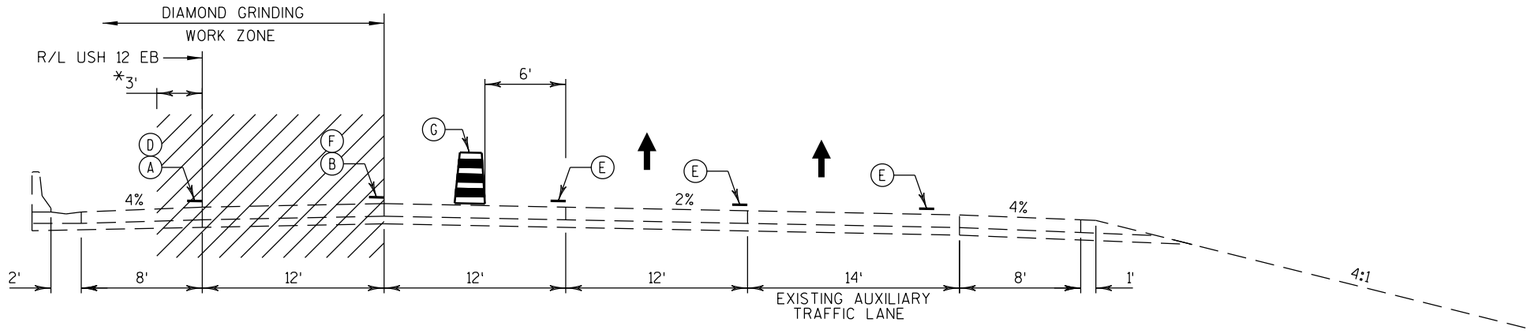
TRAFFIC FLOW

NOTES:

1) STAGE 4 PLACES TRAFFIC BACK ONTO EXISTING TRAFFIC PATTERNS. REMAINING DIAMOND GRINDING OPERATIONS COMPLETED DURING NIGHT LANE CLOSURES

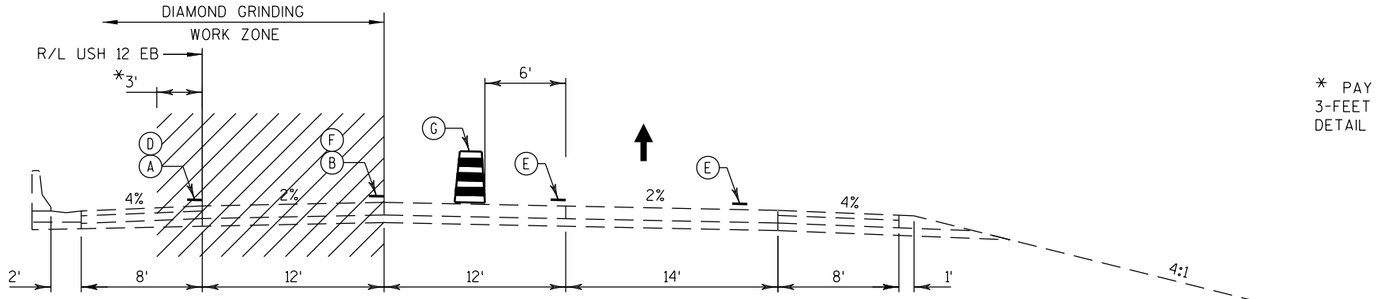
2) DRUMS REQUIRED FOLLOWING DIAMOND GRINDING OPERATIONS AND PRIOR TO RE -ESTABLISHING LANE EDGE PAVEMENT MARKINGS

2



STAGE 4: NIGHT DOUBLE LANE CLOSURE
CONCRETE DIAMOND GRINDING OPERATION

WITH AUXILIARY LANE



STAGE 4: NIGHT DOUBLE LANE CLOSURE
CONCRETE DIAMOND GRINDING OPERATION

WITHOUT AUXILIARY LANE

* PAY LIMITS FOR CONCRETE DIAMOND GRINDING EXTENDS 3-FEET INTO THE SHOULDER. TAPER GRINDING AS SHOWN IN DETAIL A.

LEGEND

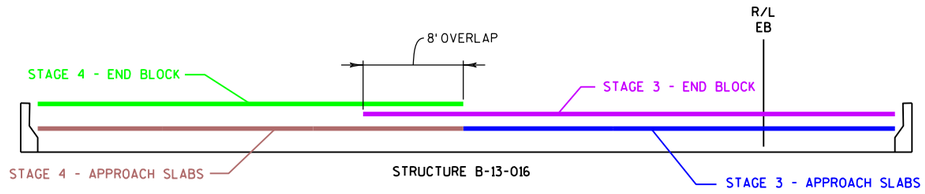
- (A) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW EDGELINE)
- (B) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE DASHES)
- (C) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
- (D) PROPOSED FINAL PAVEMENT MARKINGS
- (E) EXISTING PAVEMENT MARKING FROM PREVIOUS STAGE
- (F) PROPOSED PAVEMENT MARKINGS (SAME DAY EPOXY)
- (G) DRUMS AT 50' SPACING

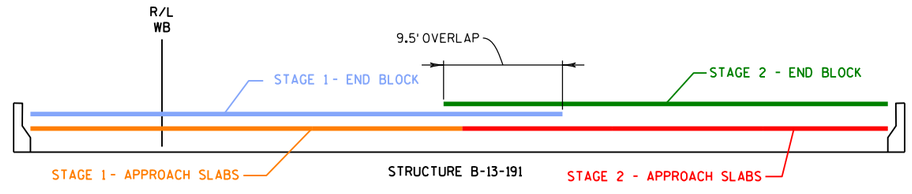
TRAFFIC FLOW

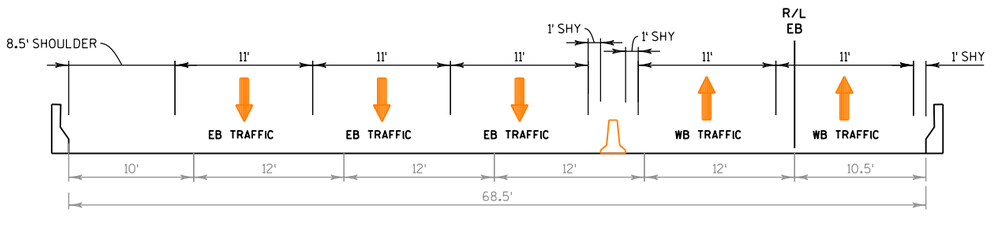
NOTES:

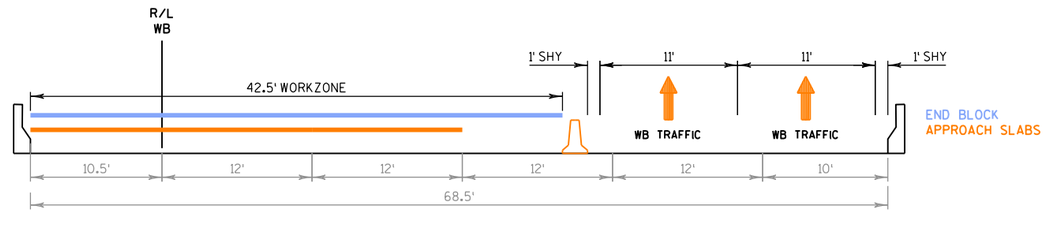
1) STAGE 4 PLACES TRAFFIC BACK ONTO EXISTING TRAFFIC PATTERNS. REMAINING DIAMOND GRINDING OPERATIONS COMPLETED DURING NIGHT LANE CLOSURES

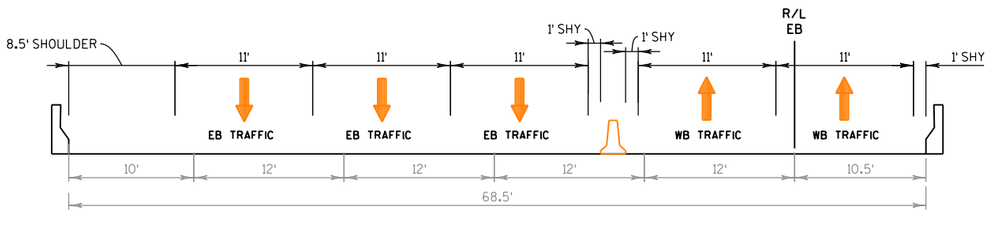
2) PRIOR TO OPENING TRAFFIC LANES IN THE MORNING, PAVEMENT MARKINGS BETWEEN LANES MUST BE RE-ESTABLISHED FOLLOWING DIAMOND GRINDING OPERATIONS

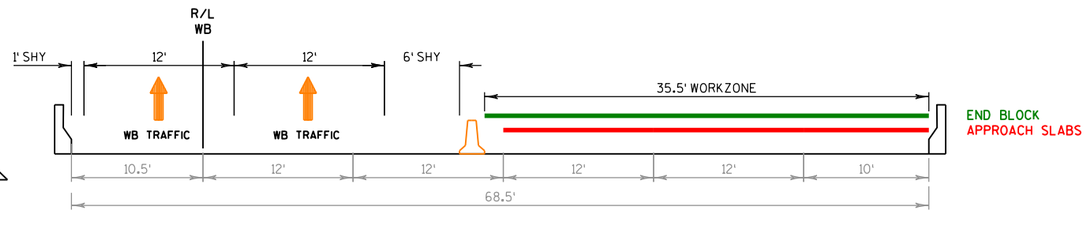


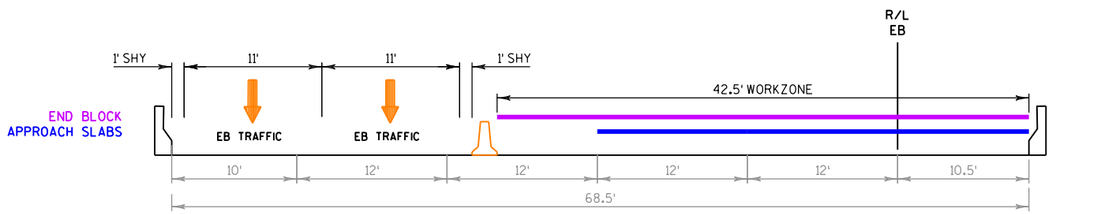


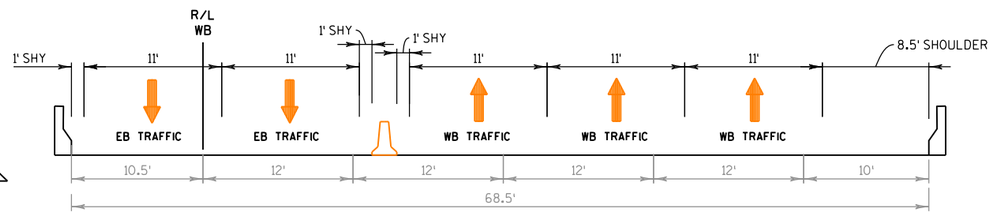


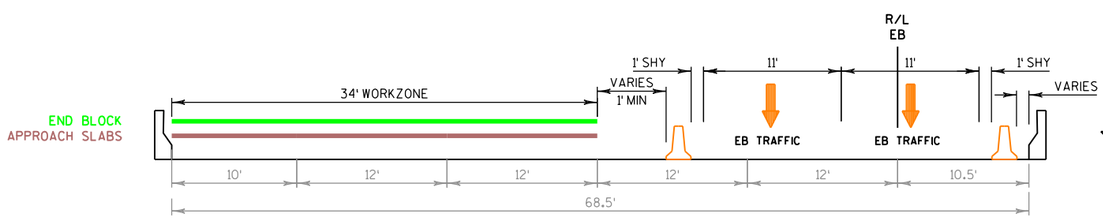


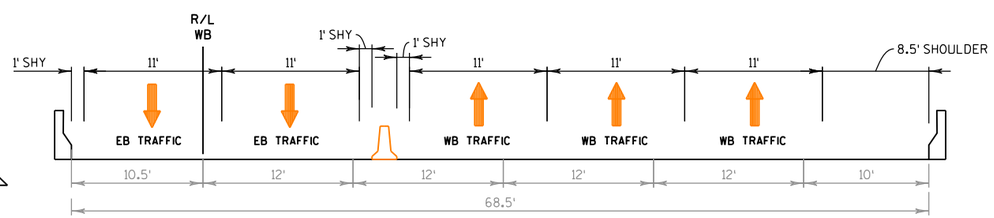






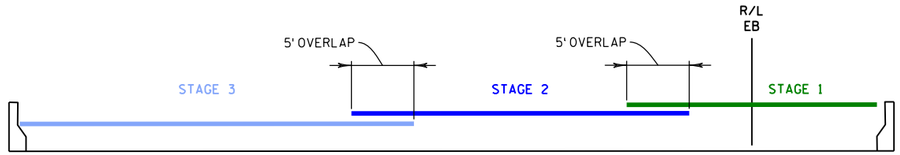




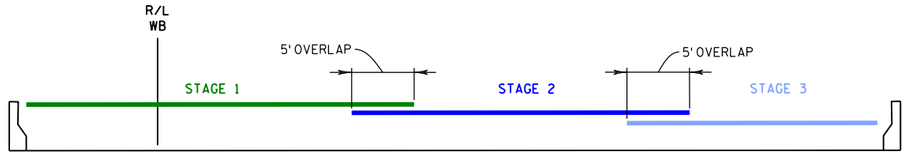


PARK STREET SUBSEGMENT TYPICAL SECTIONS

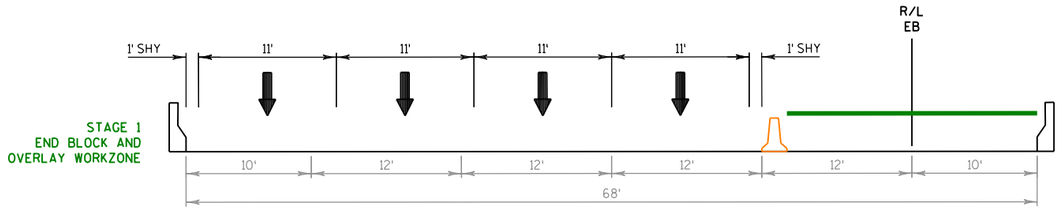
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 147	E

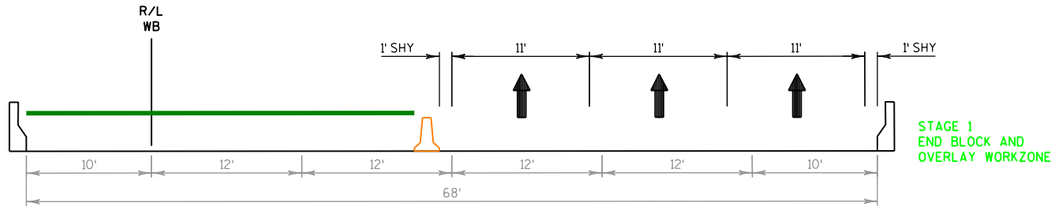


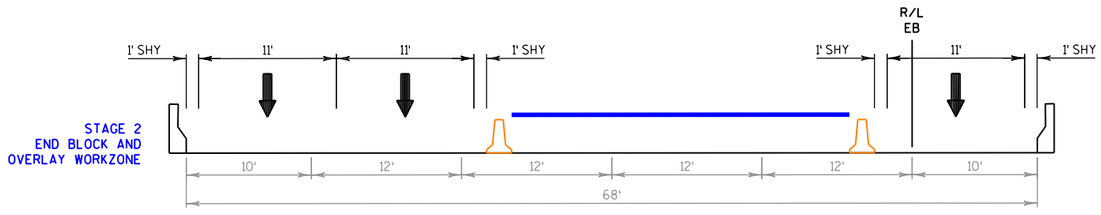
STRUCTURE B-13-280

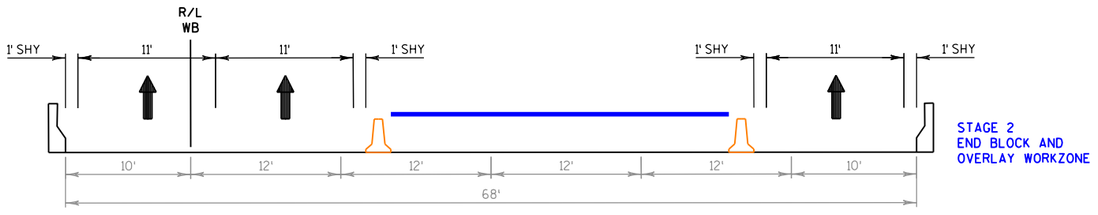


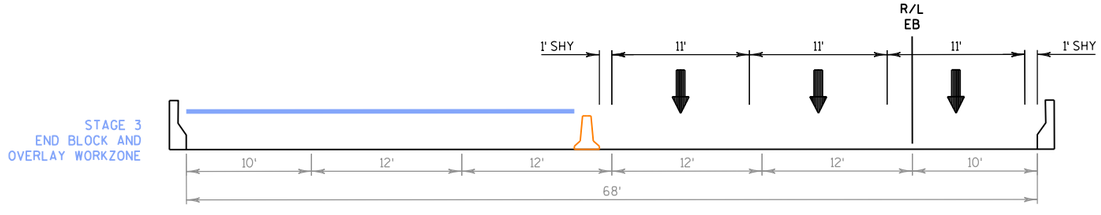
STRUCTURE B-13-280

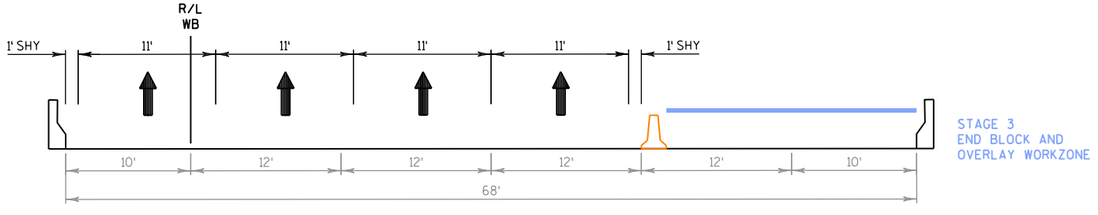








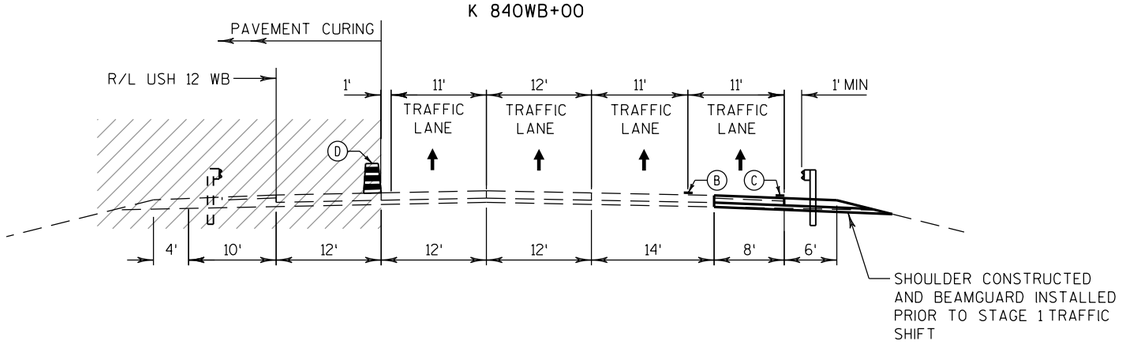




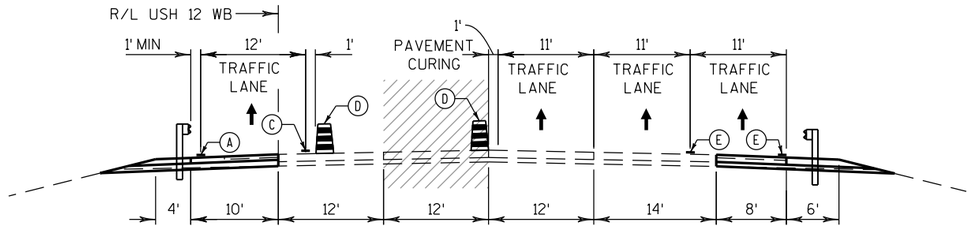
JOHN NOLEN SUBSEGMENT TYPICAL SECTIONS

2

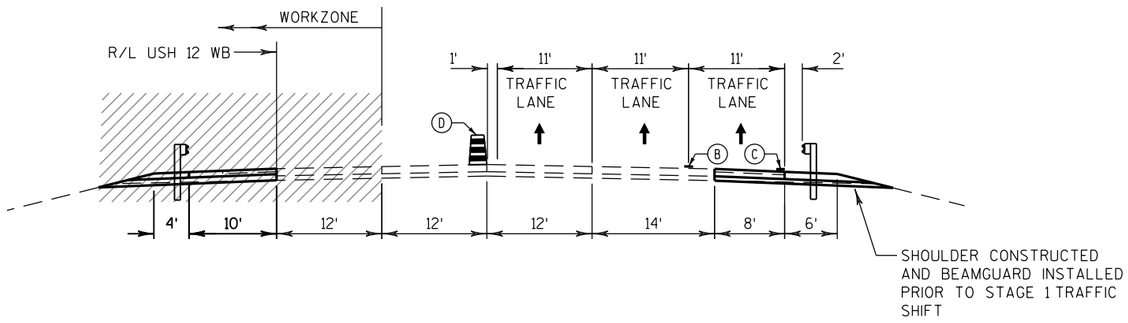
STAGE 1: DAYTIME
TYPICAL SECTION
K 840WB+00



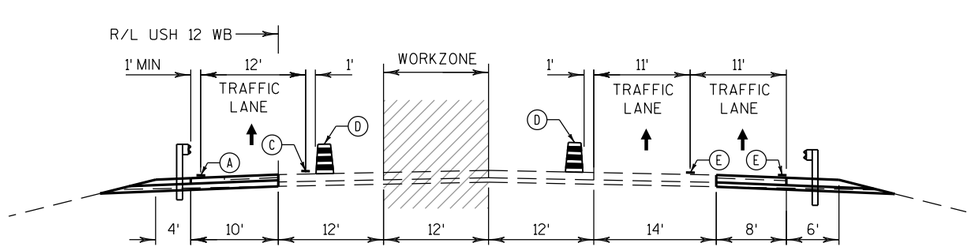
STAGE 2: DAYTIME
TYPICAL SECTION
K 840WB+00



STAGE 1: NIGHTTIME
TYPICAL SECTION
K 840WB+00



STAGE 2: NIGHTTIME
TYPICAL SECTION
K 840WB+00



LEGEND

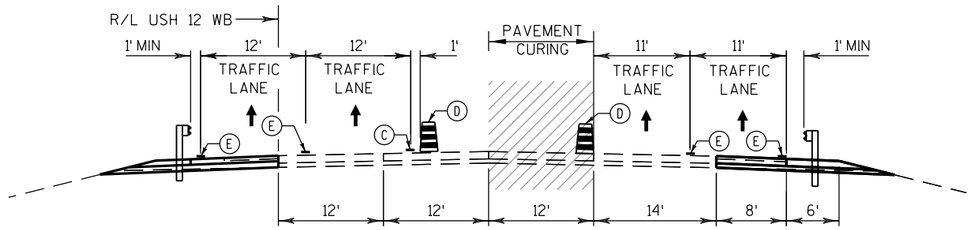
- (A) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW EDGELINE)
- (B) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE DASHES)
- (C) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
- (D) DRUMS SPACED AT 50-FT
- (E) PAVEMENT MARKINGS FROM PREVIOUS STAGE

WB US 12 AT IH 39-90 SUBSEGMENT TYPICAL SECTIONS

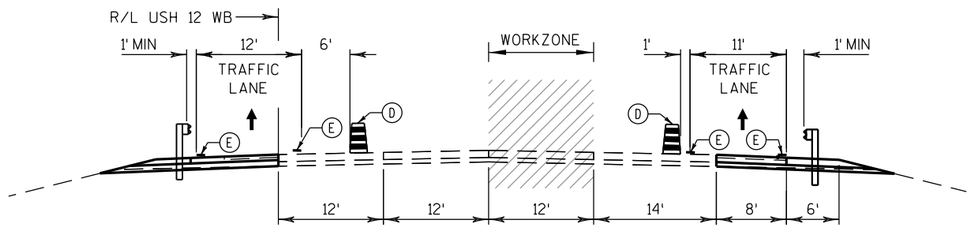
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 149	E

2

STAGE 3: DAYTIME
TYPICAL SECTION
K 840WB+00



STAGE 3: NIGHTTIME
TYPICAL SECTION
K 840WB+00

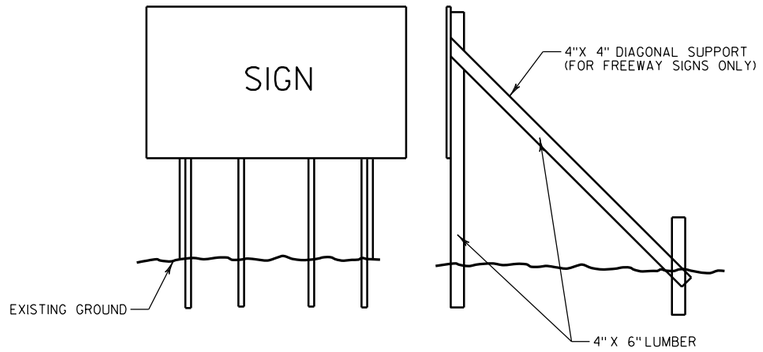


LEGEND

- (A) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW EDGELINE)
- (B) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE DASHES)
- (C) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
- (D) DRUMS SPACED AT 50-FT
- (E) PAVEMENT MARKINGS FROM PREVIOUS STAGE

WB US 12 AT IH 39-90 SUBSEGMENT TYPICAL SECTIONS

2



FRONT VIEW SIDE VIEW

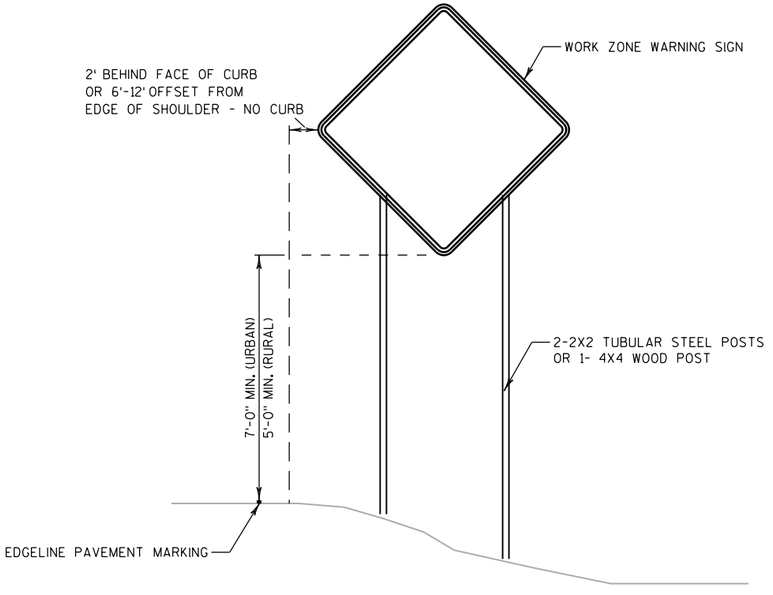
MOUNTING DETAIL FOR FIXED MESSAGE SIGNS, FIXED SUPPORT

NOTES

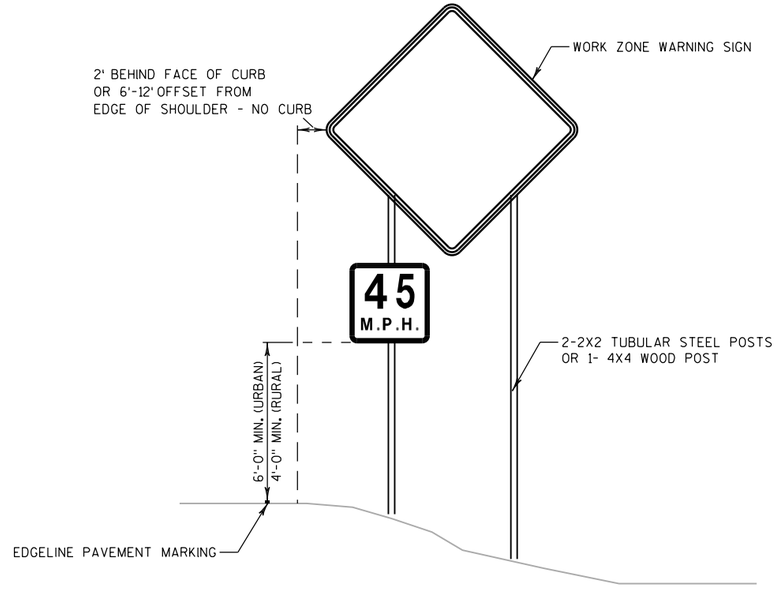
1) SEE TRAFFIC CONTROL SHEETS FOR SIGN LOCATIONS.

2) SEE "TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS" SIGN PLATE FOR ADDITIONAL REQUIREMENTS.

3) SUPPORTS INCIDENTAL TO TRAFFIC CONTROL SIGN ITEM



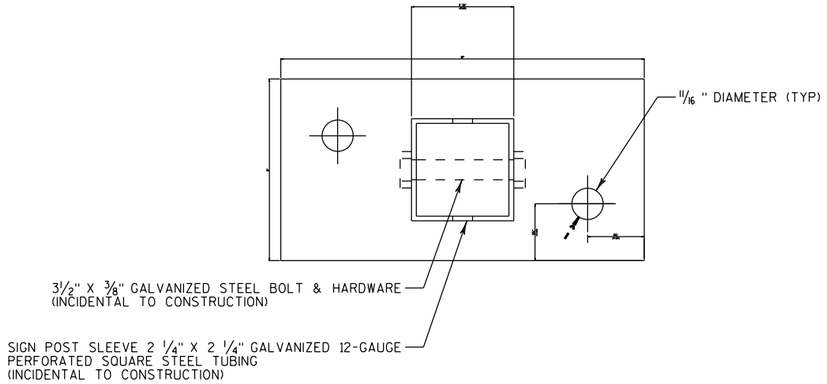
TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL MOUNTING ON FIXED SUPPORT



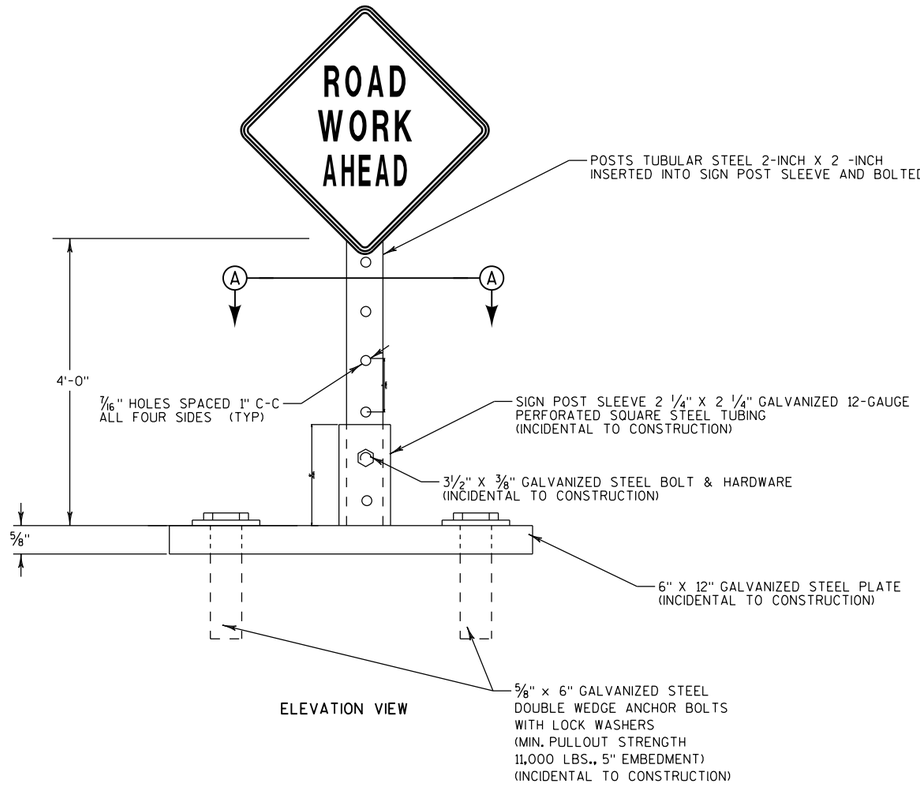
TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL MOUNTING ON FIXED SUPPORT

WITH ADVISORY SPEED PLATE SIGN

2

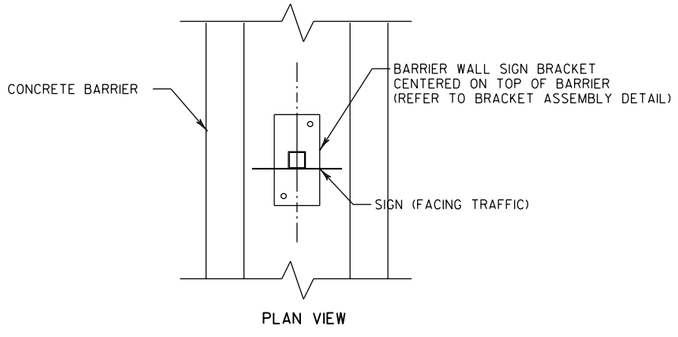


SECTION A-A

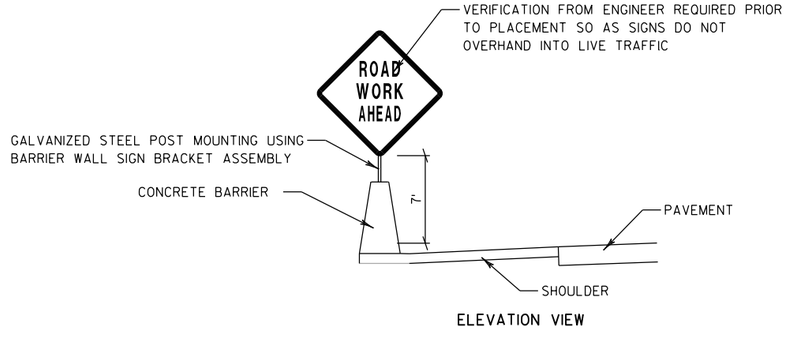


ELEVATION VIEW

BRACKET ASSEMBLY DETAIL



PLAN VIEW



ELEVATION VIEW

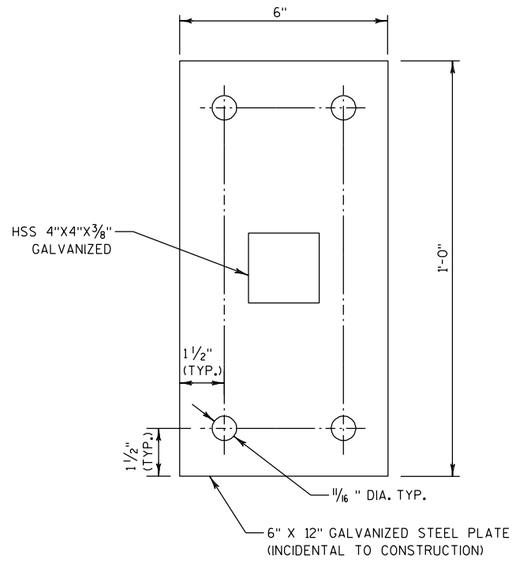
MEDIAN BARRIER MOUNTING DETAIL

NOTES:

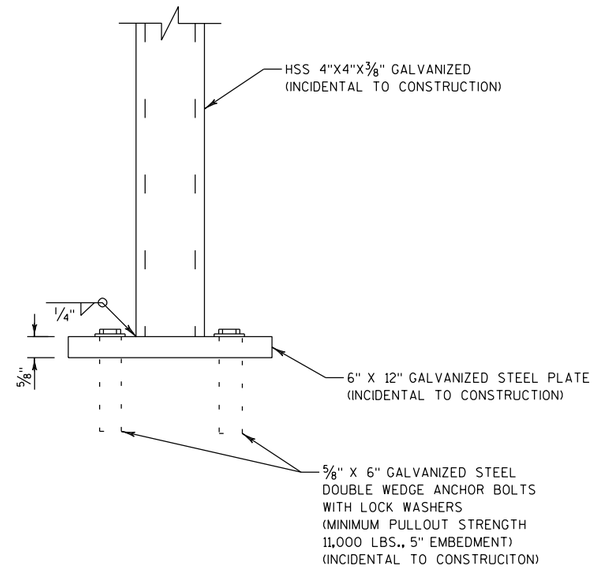
1) SIGNS SHALL NOT BE MOUNTED ON MEDIAN BARRIER WHEN DISTANCE IS LESS THAN 4' FROM BASE OF BARRIER TO EDGE OF TRAVEL LANE.

MOUNTING DETAILS FOR SIGNS MOUNTED TO MEDIAN BARRIER

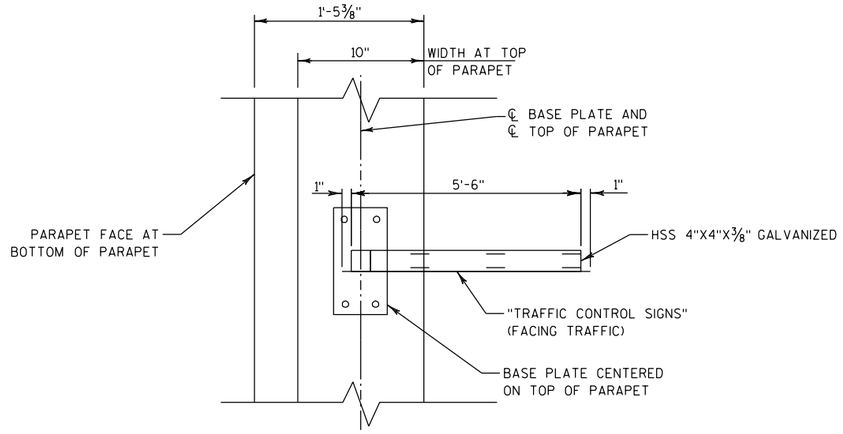
NOT TO SCALE



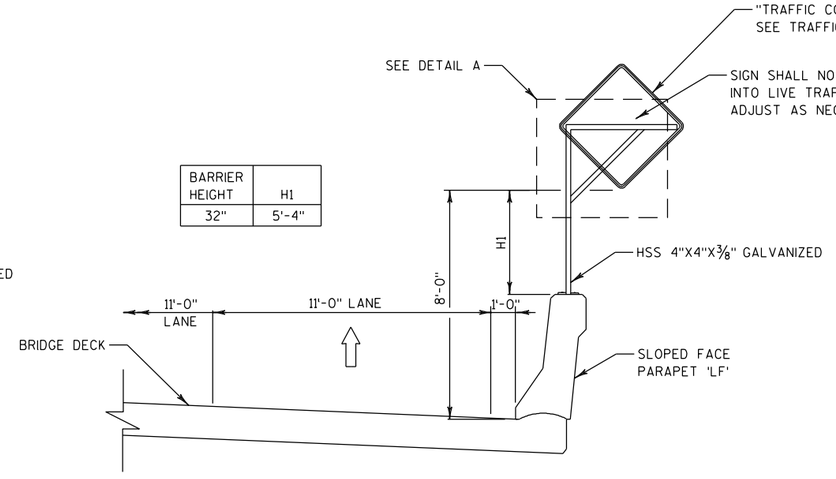
PLAN VIEW - BASE PLATE



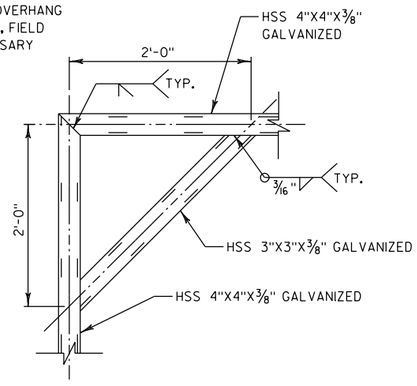
SIDE VIEW - SIGN POST & BASE PLATE



PLAN VIEW - OVERALL



PLAN VIEW - OVERALL



DETAIL A

SIGN NOT SHOWN FOR CLARITY

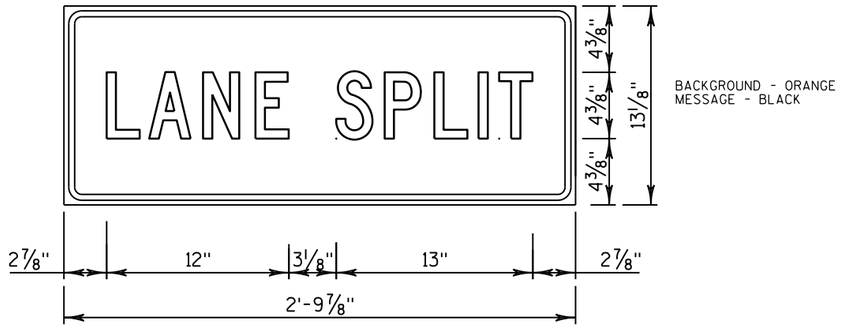
NOTES

1. BRIDGE PARAPET SIGN POSTS ARE TEMPORARY.
2. UPON REMOVAL OF THE BASE PLATES AND ANCHOR BOLTS, COMPLETELY FILL REMAINING HOLES WITH A NON-SHRINK COMMERCIAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST. (INCIDENTAL TO CONSTRUCTION)
3. MOUNTING HARDWARE, FABRICATING, FURNISHING, INSTALLATION, AND REMOVAL OF THE BARRIER WALL SIGN BRACKETS ARE INCIDENTAL TO "TRAFFIC CONTROL SIGNS".

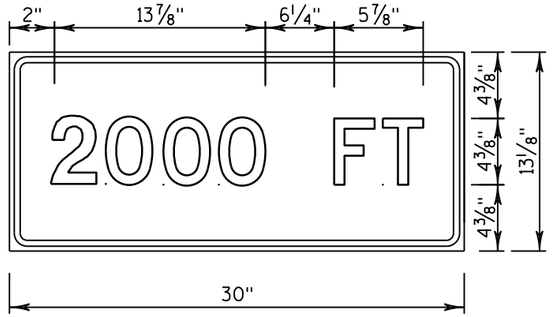
BRIDGE PARAPET MOUNTING DETAIL

MOUNTING TRAFFIC CONTROL SIGNS TO BRIDGE PARAPET

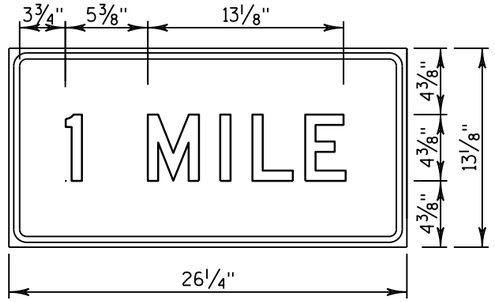
N.T.S.



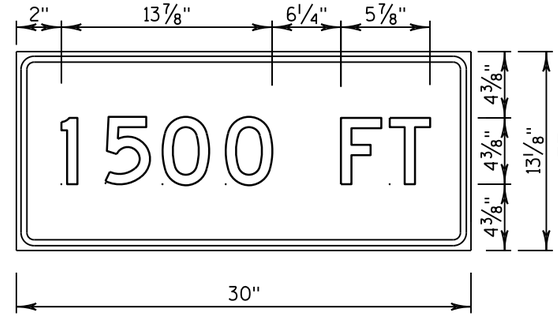
BACKGROUND - ORANGE
MESSAGE - BLACK



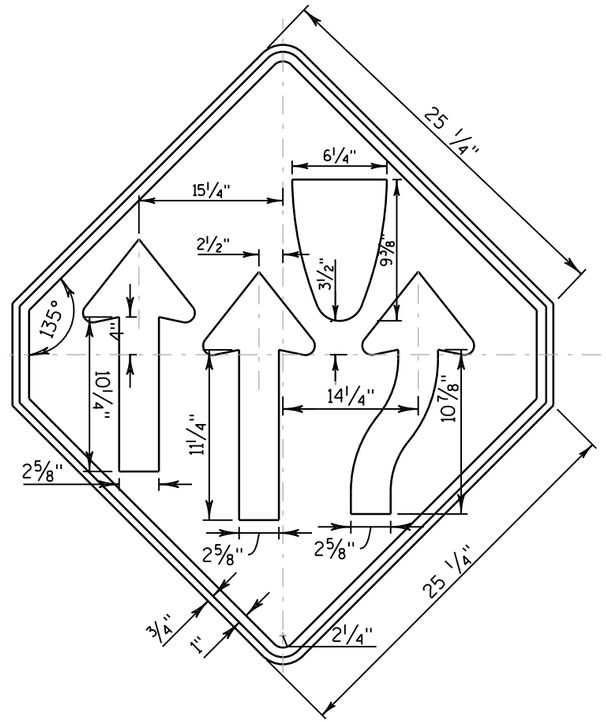
BACKGROUND - ORANGE
MESSAGE - BLACK

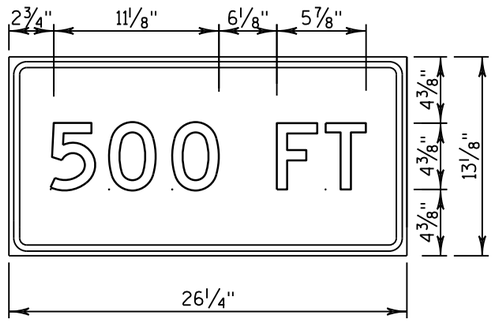


BACKGROUND - ORANGE
MESSAGE - BLACK

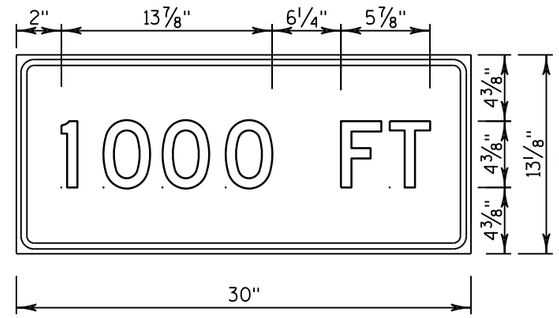


BACKGROUND - ORANGE
MESSAGE - BLACK

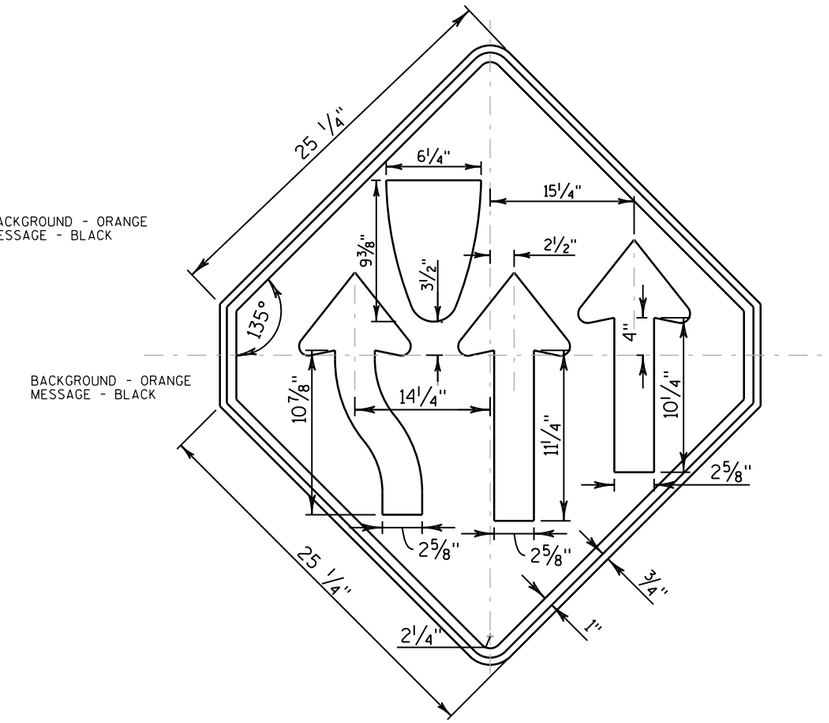




BACKGROUND - ORANGE
MESSAGE - BLACK



BACKGROUND - ORANGE
MESSAGE - BLACK



NOTES:

1) ALL SIGN TYPE ii - TYPE F REFLECTIVE - REFERENCE WISDOT STANDARD SPECIFICATION FOR HIGHWAY AND STRUCTURE CONSTRUCTION LATEST EDITION

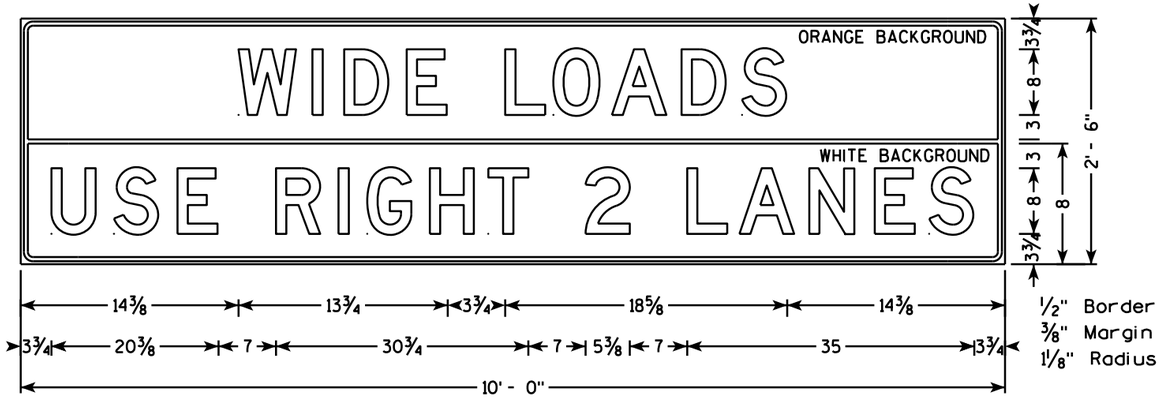
2) MESSAGE SERIES - D, EXCEPT AS SHOWN

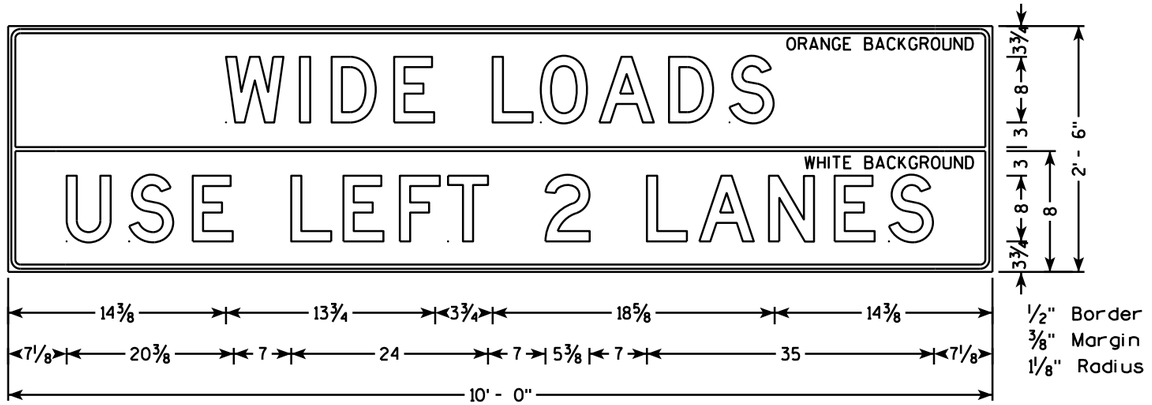
3) TRIMMING THE EDGES OF THE LANE SPLIT SIGN IS INCIDENTAL TO THE PAYMENT OF THE SIGN

SIGN DETAILS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL CONSTRUCTION DETAILS	SHEET 154	E

2





NOTES:

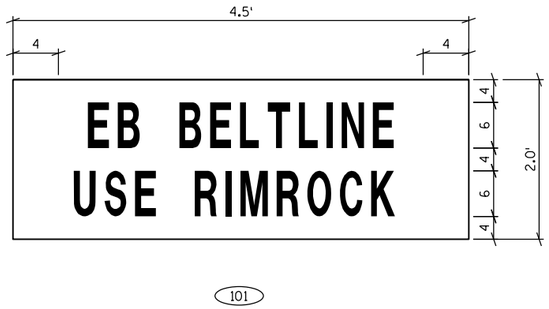
1) ALL SIGN TYPE ii - TYPE F REFLECTIVE - REFERENCE WISDOT STANDARD SPECIFICATION FOR HIGHWAY AND STRUCTURE CONSTRUCTION LATEST EDITION

2) COLOR:
   BACKGROUND - AS NOTED
   MESSAGE - BLACK

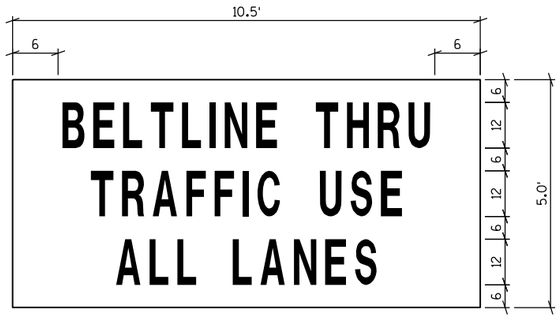
3) MESSAGE SERIES - D

SIGN DETAILS

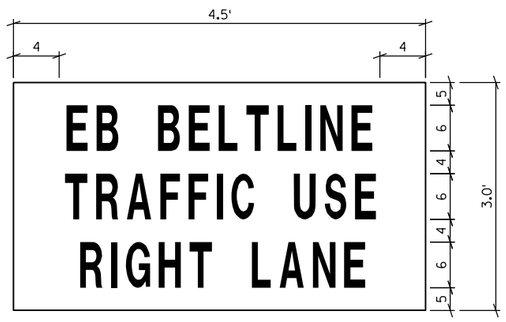
2



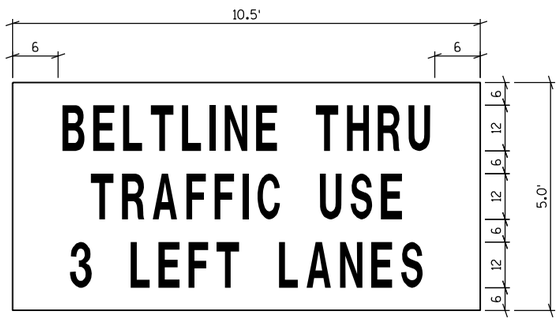
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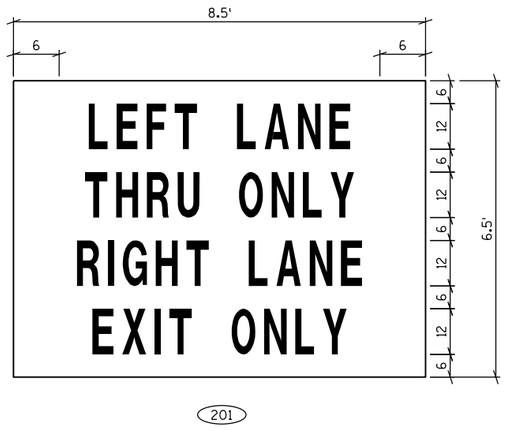
301 302



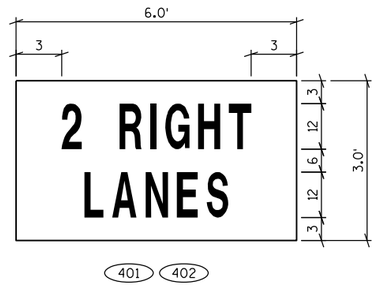
102



203 204 205 206



201



401 402

NOTES

1) AFTER SIGNS HAVE BEEN LOCATED IN THE FIELD, BUT BEFORE INSTALLATION, THE FIELD ENGINEER SHALL VERIFY EACH SIGN LOCATION.

2) SIGNS WHERE NO POSTS ARE SHOWN TO BE MOUNTED ON EXISTING SIGNS. FOR SIGNS MOUNTED ON POSTS, USE POSTS FROM FHWA LIST OF ACCEPTED BREAKAWAY SUPPORTS.

3) POSTS SHALL MEET THE BREAKAWAY REQUIREMENTS OF SECTION 643.2.9.1 OF THE STANDARD SPECIFICATIONS AND SIGN PLATE A4-11.

4) SIGNS ON THIS SHEET TO BE PAID UNDER THE ITEM "TRAFFIC CONTROL SIGNS FIXED MESSAGE".

5) SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND PER STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS UNLESS OTHERWISE NOTED.

6) ALL SIGNS SHALL HAVE CAPITAL LETTERS AND NUMERALS: 12" CAPS SHALL BE SERIES "D", 6" CAPS SHALL BE SERIES "C".

7) CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ENGINEER FOR REVIEW PRIOR TO MANUFACTURING.

8) DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

9) SUPPORTS INCIDENTAL TO FIXED MESSAGE SIGN.

(XXX) = FIXED MESSAGE SIGN NUMBER

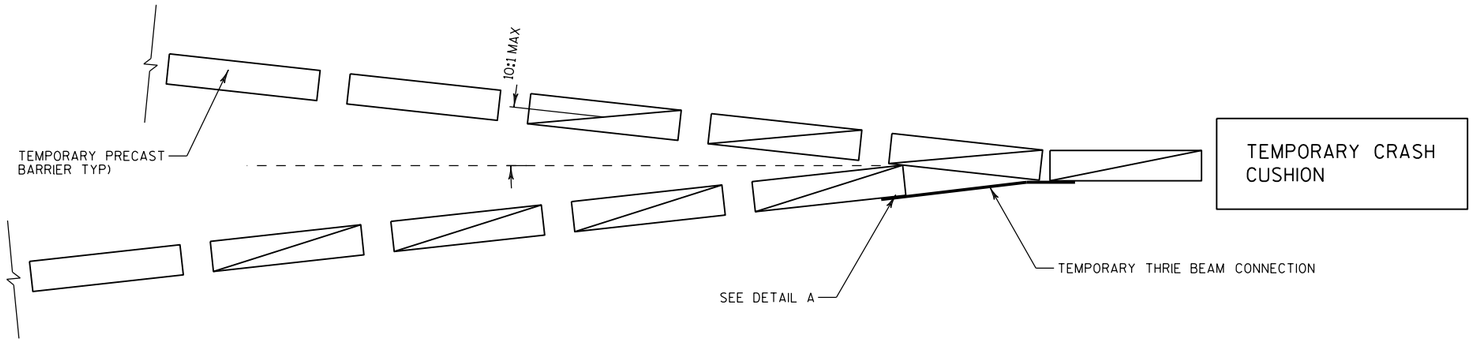
2

NOTES

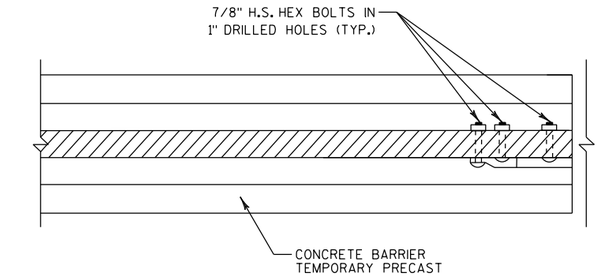
1) PAYMENT FOR DRILLING BOLT HOLES THRU THE CONCRETE BARRIER AND ALL BOLTS, NUTS AND WASHERS REQUIRED SHALL BE INCLUDED IN THE ITEM TEMPORARY THRIE BEAM CONNECTION.
2) ALL CONSTRUCTION INFORMATION NOT INDICATED ON THIS DETAIL SHALL BE IN ACCORDANCE WITH SDD "MGS THRIE BEAM TRANSITION".
3) 7/8" H.S. HEX HEAD BOLT (LENGTH VARIES). CONTRACTOR SHALL PROVIDE APPROPRIATE LENGTH BOLT FOR EACH CONNECTOR LOCATION.
4) CONCRETE BARRIER TEMPORARY PRECAST SHALL BE ANCHORED AS SHOWN ON THIS DETAIL, OR AS DIRECTED BY THE ENGINEER.
5) REFER TO STANDARD DETAIL DRAWING, TEMPORARY PRECAST BARRIER FOR ADDITIONAL DETAILS

LEGEND

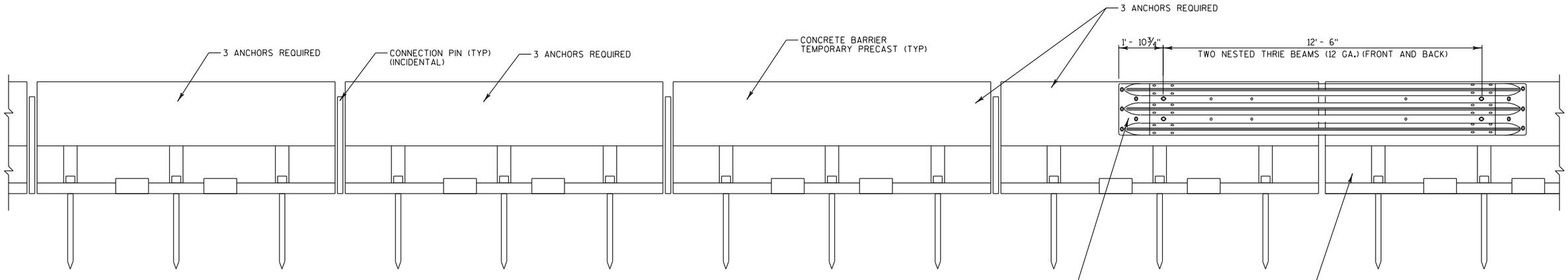
TEMPORARY PRECAST BARRIER, ANCHORED



PLAN VIEW



PLAN VIEW, DETAIL A

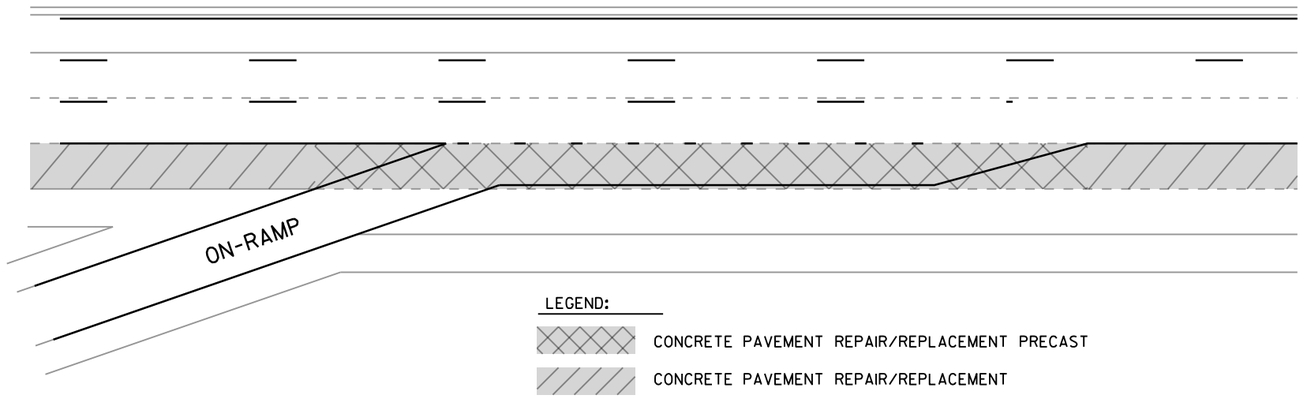


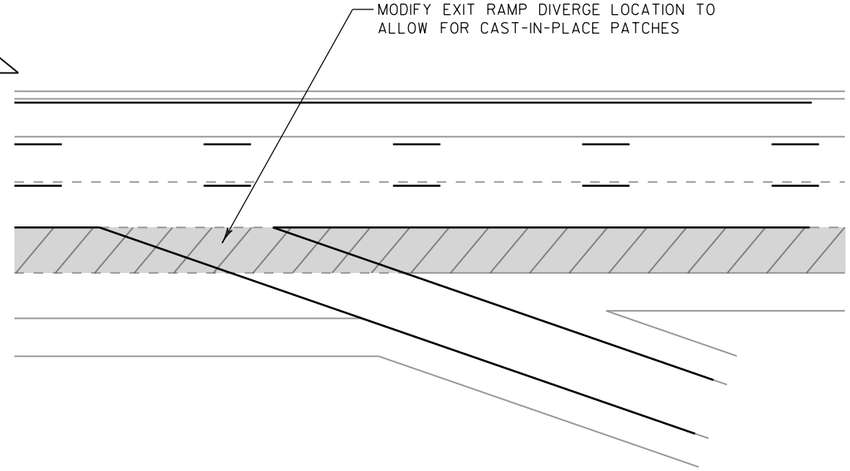
ELEVATION VIEW

TEMPORARY THRIE BEAM CONNECTION

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL CONSTRUCTION DETAILS	SHEET 157	E

OUTSIDE LANE PAVEMENT REPAIR WORKZONE

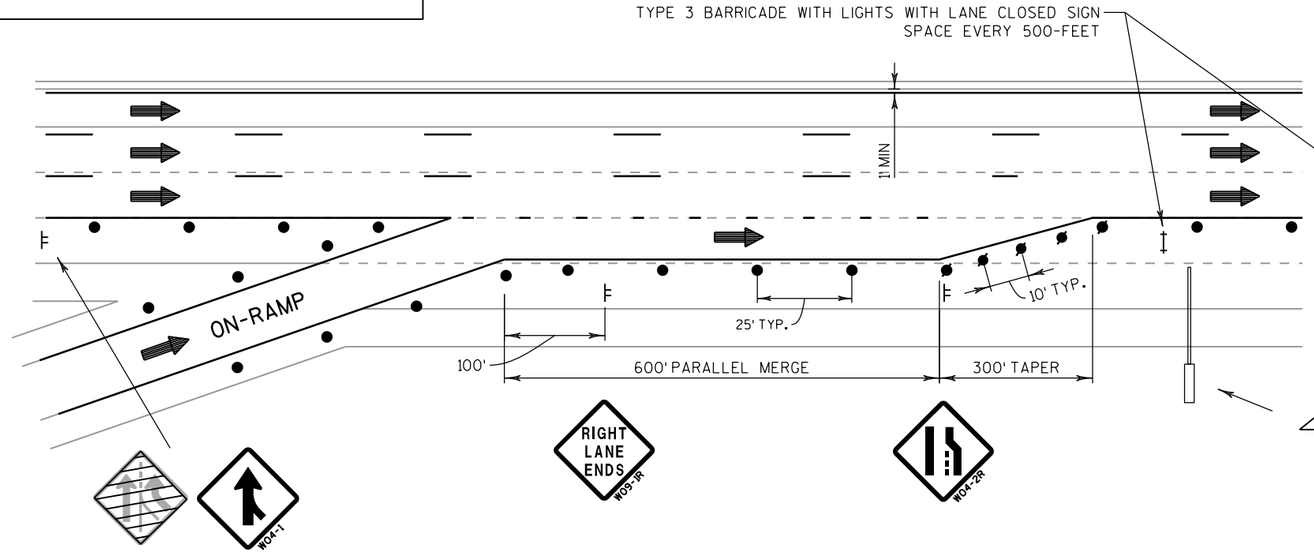




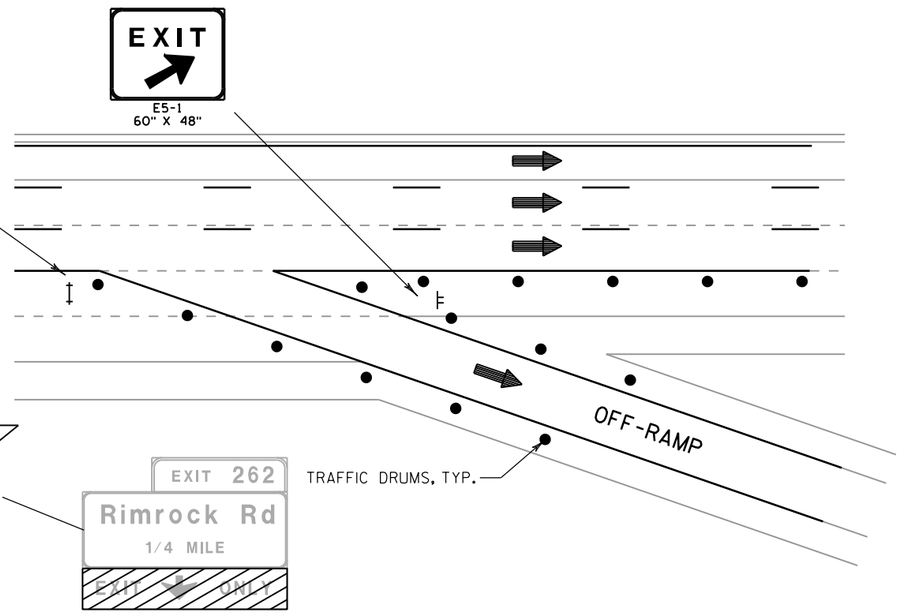
LEGEND:

- CONCRETE PAVEMENT REPAIR/REPLACEMENT PRECAST
- CONCRETE PAVEMENT REPAIR/REPLACEMENT

TRAFFIC CONTROL DEVICES REQUIRED



COVER EXISTING 'RAMP MERGE' SIGN WITH 'MERGING TRAFFIC RIGHT' SIGN



COVER EXISTING "EXIT ONLY" TYPE II OVERHEAD SIGN AS DIRECTED BY THE FIELD ENGINEER

AUXILIARY LANE CONVERSION TO PARALLEL MERGE

MAXIMUM DURATION OF 5 CONTINUOUS CALENDAR DAYS

NOTES:

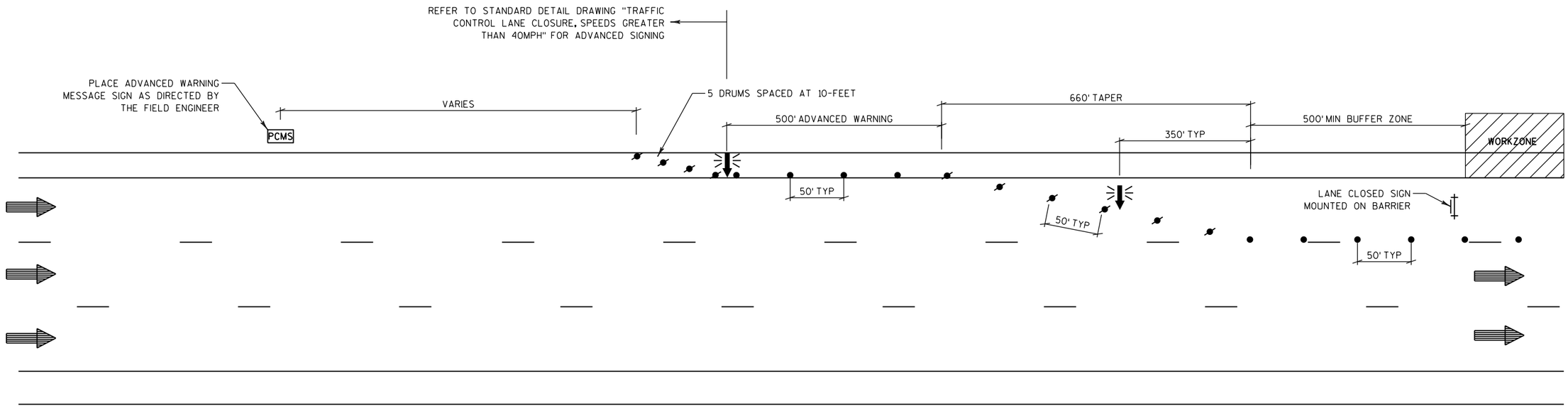
1) EB TRAFFIC SHOWN, FLIP DETAIL IF PARALLEL MERGE OCCURS FOR WB TRAFFIC

2) THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

3) COVER ANY ADDITIONAL CONFLICTING SIGNS AS DIRECTED BY ENGINEER. TO BE PAID AS "TRAFFIC CONTROL COVERING SIGNS TYPE I OR II"

PROJECT NO: 1206-04-32	HWY: USH 12	COUNTY: DANE	PRELIMINARY STAGING CONCEPTS: AUX LANE CLOSURES	SHEET 158	E

2



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL ARROW BOARD
- DIRECTION OF TRAFFIC
- PCMS — TRAFFIC CONTROL SIGN PORTABLE CHANGEABLE MESSAGE
- BARRICADE TYPE III, WITH SIGN

SINGLE LANE CLOSURE

TRAFFIC CONTROL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR CLOSING THE RIGHT LANE REVERSE THE TRAFFIC CONTROL

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

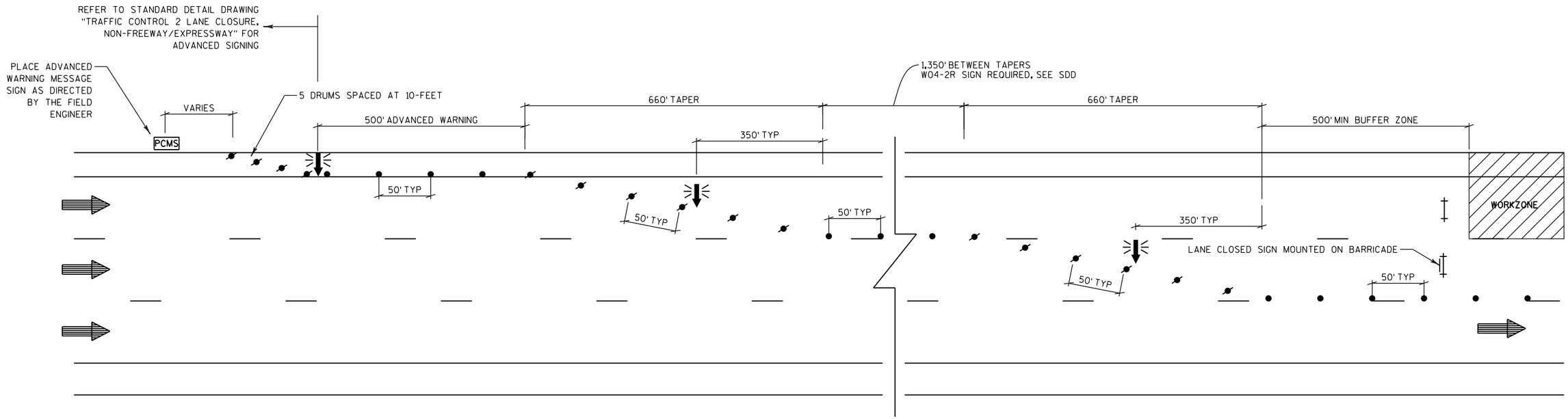
FOR NIGHTTIME OPERATION ALL DRUMS IN TAPERS SHALL HAVE A WARNING LIGHT, TYPE C (STEADY BURN).

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROWBOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500' IN FRONT OF DRUMS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH PREVIOUSLY PLACED TRAFFIC CONTROL SIGNS AND SHOULD PROVIDE A MINIMUM OF 200-FT CLEARANCE TO EXISTING SIGNS.



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL ARROW BOARD
- DIRECTION OF TRAFFIC
- PCMS — TRAFFIC CONTROL SIGN PORTABLE CHANGEABLE MESSAGE
- BARRICADE TYPE III, WITH SIGN

DOUBLE LANE CLOSURE

TRAFFIC CONTROL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR CLOSING THE RIGHT LANE REVERSE THE TRAFFIC CONTROL

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

FOR NIGHTTIME OPERATION ALL DRUMS IN TAPERS SHALL HAVE A WARNING LIGHT, TYPE C (STEADY BURN).

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

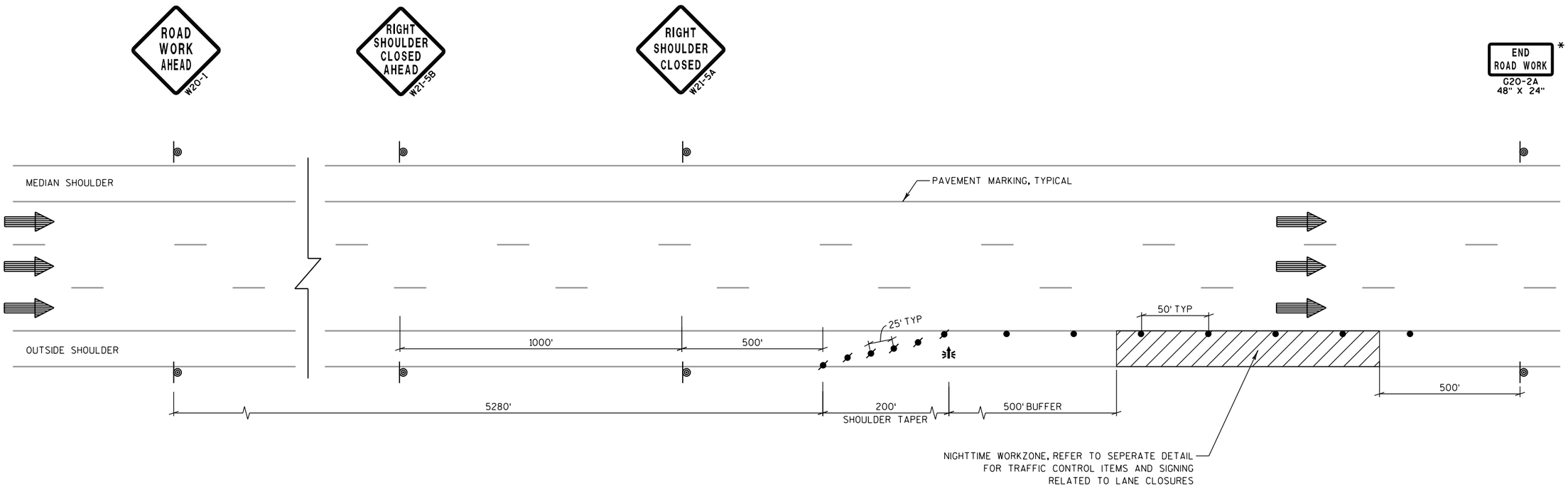
PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROWBOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500' IN FRONT OF DRUMS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH PREVIOUSLY PLACED TRAFFIC CONTROL SIGNS AND SHOULD PROVIDE A MINIMUM OF 200-FT CLEARANCE TO EXISTING SIGNS.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL CONSTRUCTION DETAILS	SHEET 160	E

2



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL ARROW BOARD
- DIRECTION OF TRAFFIC
- PCMS — TRAFFIC CONTROL SIGN PORTABLE CHANGEABLE MESSAGE
- BARRICADE TYPE III, WITH SIGN

PATCHWORK WORKZONE DETAIL

STAGE 1

USE IN COMBINATION WITH 'PATCHWORK STAGING TYPICAL SECTIONS'

TRAFFIC CONTROL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

FOR NIGHTTIME OPERATION ALL DRUMS IN TAPERS SHALL HAVE A WARNING LIGHT, TYPE C (STEADY BURN).

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, REFER TO STANDARD DETAIL DRAWING "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE." FOR ADDITIONAL TRAFFIC CONTROL SIGNS AND DEVICES.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROWBOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500' IN FRONT OF DRUMS.

REFER TO STANDARD DETAIL DRAWING, "TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY"

2

(9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)

(10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)

(11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)

(12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)

(13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

(14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

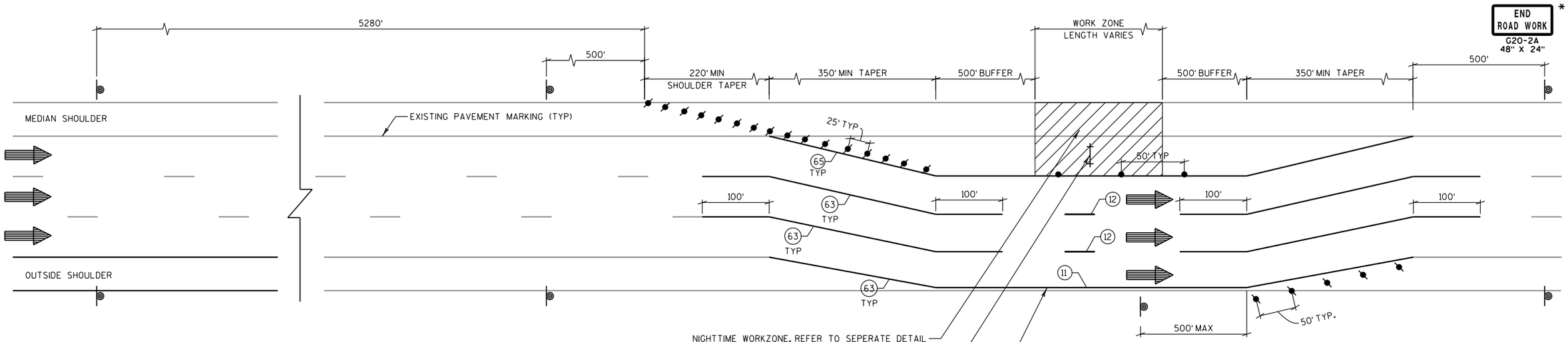
(15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)

(16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)

(63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)

(64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)

(65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)



NIGHTTIME WORKZONE, REFER TO SEPERATE DETAIL FOR TRAFFIC CONTROL ITEMS AND SIGNING RELATED TO LANE CLOSURES

BARRICADES SPACED AT 1,000-FEET AS NEEDED

R11-2-L
48" X 30"



TYPE III BARRICADE

ENSURE MINIMUM OF 1-FOOT OFFSET TO CONCRETE BARRIER OR BEAMGUARD







LEGEND

(14) PAVEMENT MARKING, REFER TO MARKING LEGEND

● TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

SIGN ON TEMPORARY SUPPORT

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL ARROW BOARD

DIRECTION OF TRAFFIC

PCMS TRAFFIC CONTROL SIGN PORTABLE CHANGEABLE MESSAGE

BARRICADE TYPE III, WITH SIGN

PATCHWORK WORKZONE DETAIL

STAGE 2

USE IN COMBINATION WITH 'PATCHWORK STAGING TYPICAL SECTIONS'

TRAFFIC CONTROL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

FOR NIGHTTIME OPERATION ALL DRUMS IN TAPERS SHALL HAVE A WARNING LIGHT, TYPE C (STEADY BURN).

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, REFER TO STANDARD DETAIL DRAWING "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE." FOR ADDITIONAL TRAFFIC CONTROL SIGNS AND DEVICES.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROWBOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500' IN FRONT OF DRUMS.

REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO SHIFTING TRAFFIC

2

(9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)

(10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)

(11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)

(12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)

(13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

(14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

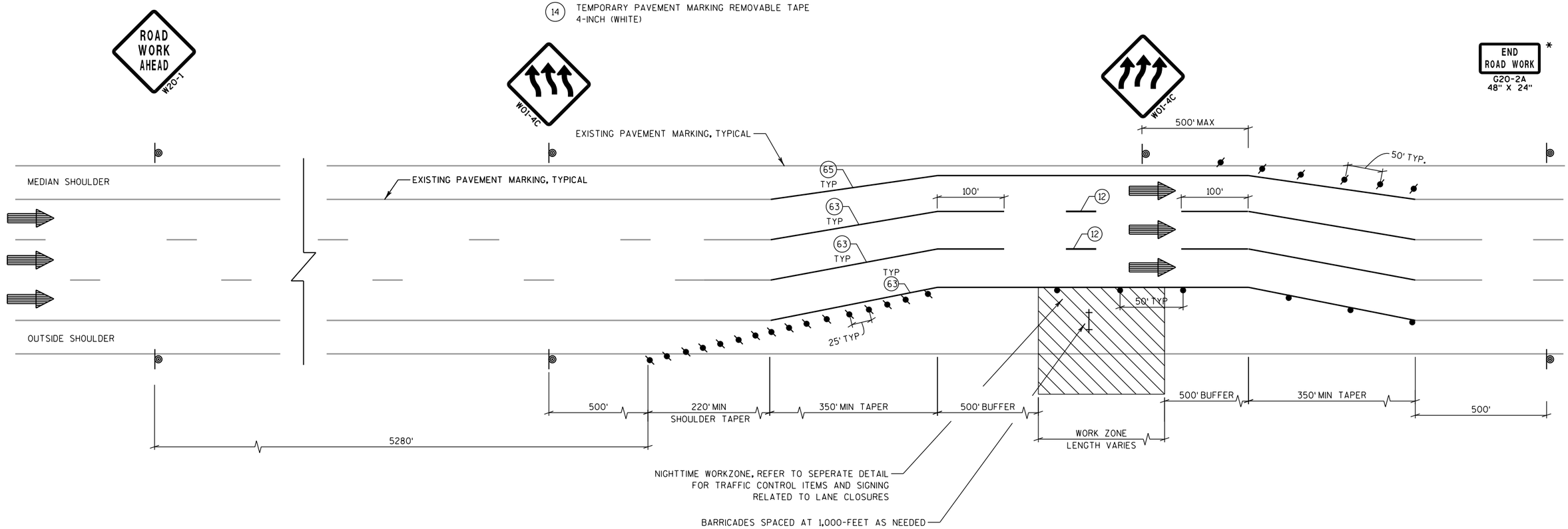
(15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)

(16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)

(63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)

(64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)

(65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)



R11-2-L
48" X 30"



TYPE III BARRICADE

LEGEND

(14) PAVEMENT MARKING, REFER TO MARKING LEGEND

● TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH LIGHT TYPE C

SIGN ON TEMPORARY SUPPORT

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL ARROW BOARD

DIRECTION OF TRAFFIC

PCMS TRAFFIC CONTROL SIGN PORTABLE CHANGEABLE MESSAGE

BARRICADE TYPE III, WITH SIGN

TRAFFIC CONTROL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

FOR NIGHTTIME OPERATION ALL DRUMS IN TAPERS SHALL HAVE A WARNING LIGHT, TYPE C (STEADY BURN).

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, REFER TO STANDARD DETAIL DRAWING "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE." FOR ADDITIONAL TRAFFIC CONTROL SIGNS AND DEVICES.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROWBOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500'IN FRONT OF DRUMS.

REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO SHIFTING TRAFFIC

PATCHWORK WORKZONE DETAIL

STAGE 3

USE IN COMBINATION WITH 'PATCHWORK STAGING TYPICAL SECTIONS'

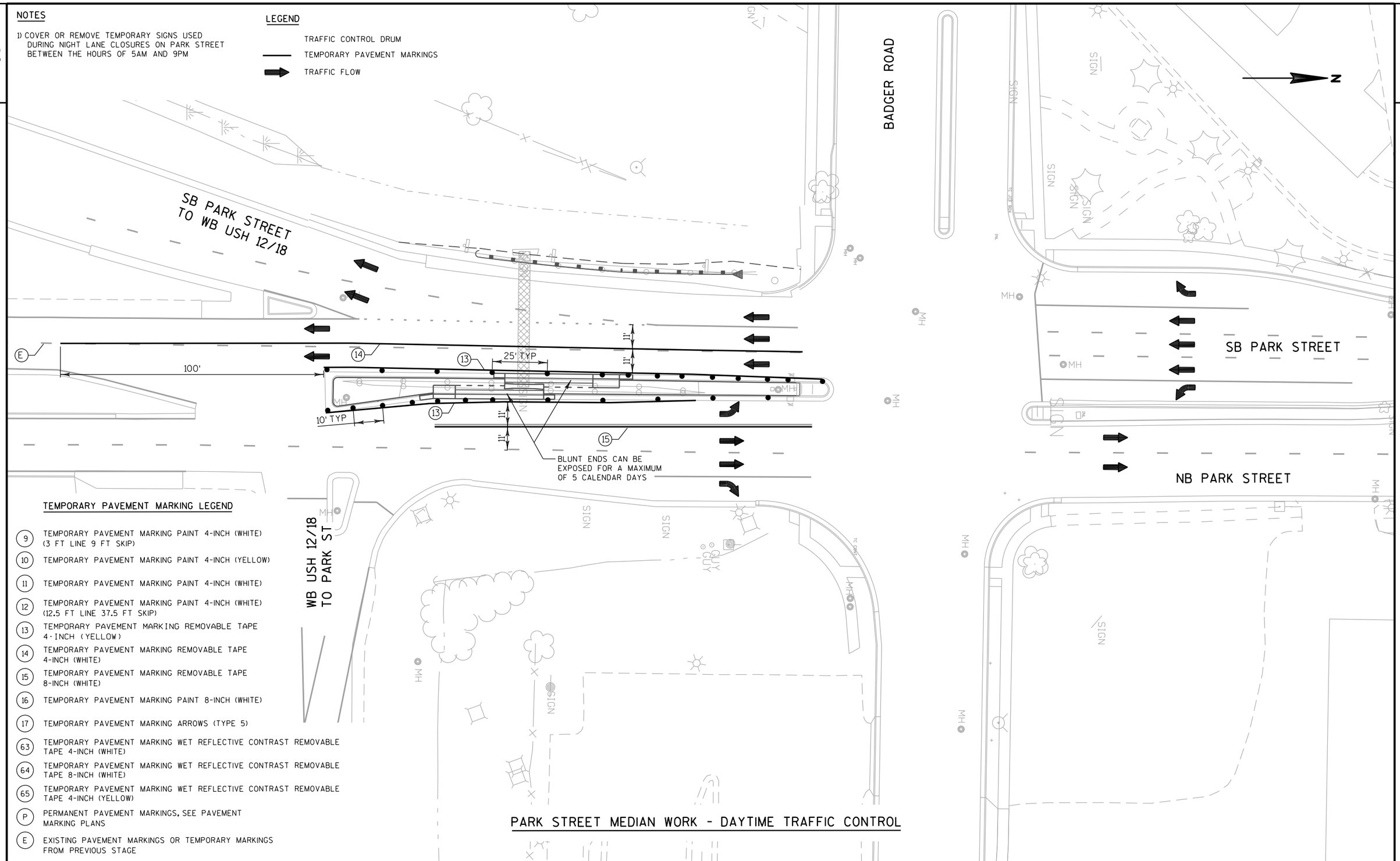
2

NOTES

1) COVER OR REMOVE TEMPORARY SIGNS USED DURING NIGHT LANE CLOSURES ON PARK STREET BETWEEN THE HOURS OF 5AM AND 9PM

LEGEND

- TRAFFIC CONTROL DRUM
- TEMPORARY PAVEMENT MARKINGS
- TRAFFIC FLOW



PARK STREET MEDIAN WORK - DAYTIME TRAFFIC CONTROL

TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
- (63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- (64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL CONSTRUCTION DETAILS: PARK ST MEDIAN WORK	SHEET 164	E

2

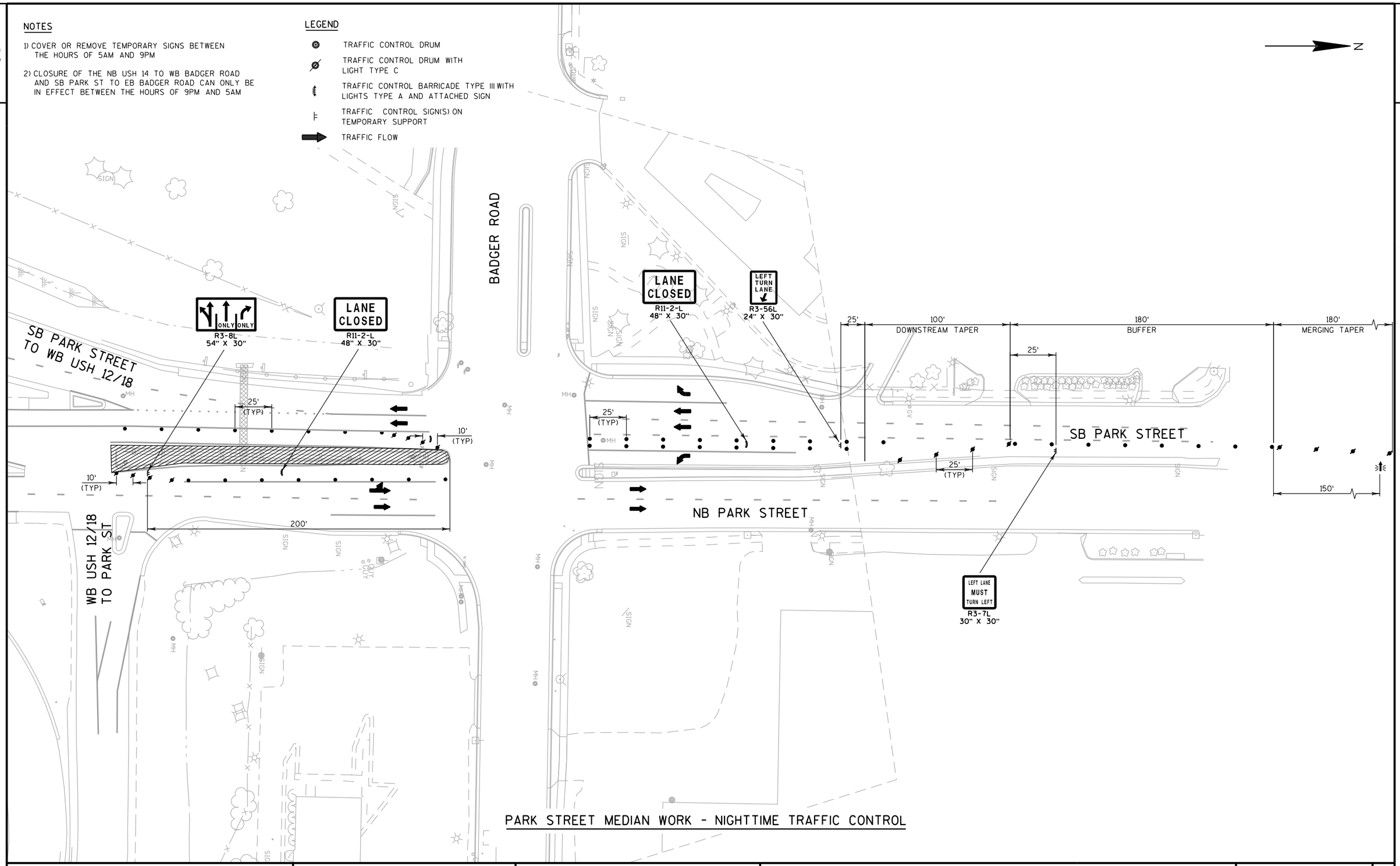
NOTES

1) COVER OR REMOVE TEMPORARY SIGNS BETWEEN THE HOURS OF 5AM AND 9PM

2) CLOSURE OF THE NB USH 14 TO WB BADGER ROAD AND SB PARK ST TO EB BADGER ROAD CAN ONLY BE IN EFFECT BETWEEN THE HOURS OF 9PM AND 5AM

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- TRAFFIC FLOW

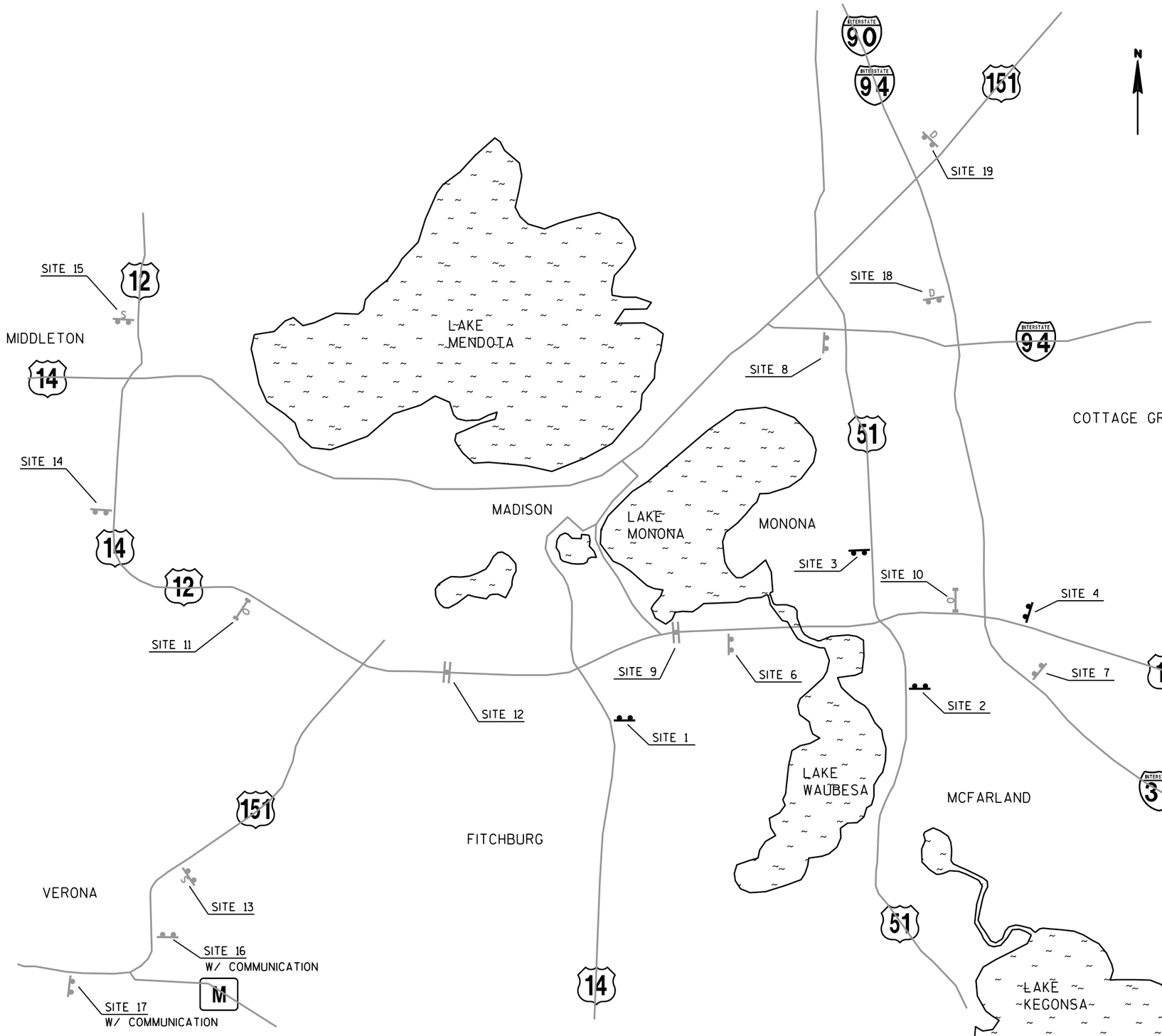


PARK STREET MEDIAN WORK - NIGHTTIME TRAFFIC CONTROL

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL CONSTRUCTION DETAILS: PARK ST MEDIAN WORK	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\025502_tc.dgn PLOT DATE : 1/23/2014 PLOT BY : arosemeyer PLOT NAME : PLOT SCALE : 60:1

2



SITE NO.	TYPE	LOCATION
1	PCMS BOARD	NB USH 14 - NORTH OF LACY RD INTERCHANGE
2	PCMS BOARD	NB STOUGHTON ROAD - NORTH OF SIGGELKOW
3	PCMS BOARD	SB STOUGHTON ROAD - SOUTH OF PFLAUM ROAD
4	PCMS BOARD	WB USH 12/18 BETWEEN IH 39 AND CTH AB
5	PCMS BOARD	TBD - MOVED ON AN AS-NEEDED BASIS
6	EX PCMS BOARD	EXISTING NO. '1015'
7	EX PCMS BOARD	EXISTING NO. '1016'
8	EX PCMS BOARD	EXISTING NO. '2037'
9	EX DMS BOARD	EB 13-0034, WB 13-0035 (PLACED WITH VERONA RD PROJECT, 2013-14)
10	EX DMS BOARD	WB 13-0036 (PLACED WITH VERONA RD PROJECT, 2013-14)
11	EX DMS BOARD	EB 13-0031 (PLACED WITH VERONA RD PROJECT, 2013-14)
12	EX DMS BOARD	EB 13-0032, WB 13-0033 (PLACED WITH VERONA RD PROJECT, 2013-14)
13	EX DMS BOARD	EXISTING SIDE-MOUNT DMS
14	EX PCMS BOARD	NO. 01-1041 (PCMS USED FOR VERONA RD PROJECT)
15	EX DMS BOARD	EB 13-0037 (PLACED WITH VERONA RD PROJECT, 2013-14)
16	EX PCMS BOARD	NO. 01-1040 (PCMS USED FOR VERONA RD PROJECT)
17	EX PCMS BOARD	NO. 01-1039 (PCMS USED FOR VERONA RD PROJECT)
18	EX DMS BOARD	EXISTING DMS
19	EX DMS BOARD	EXISTING DMS
20	EX PCMS BOARD	EXISTING NO. '5016'

LEGEND:

- TRAFFIC CONTROL SIGNS PCMS WITH CELLULAR COMMUNICATION
- EXISTING PCMS LOCATION
- EXISTING SIDE MOUNTED DMS
- EXISTING OVERHEAD-MOUNT DMS
- EXISTING BUTTERFLY DMS (MEDIAN)
- EXISTING DMS

NOTES:

1) CONSIDER GEOMETRICS WHEN LOCATING PCMS. ENSURE A MINIMUM OF 1,000-FEET PRIOR TO THE BOARD IS VISIBLE TO DRIVERS.

2) A TAPER OF 5 DRUMS (SPACED AT 10-FEET) SHOULD BE PLACED AHEAD OF A PCMS IF PLACED ON THE SHOULDER.

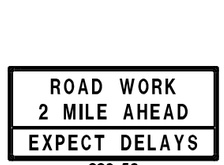
3) IF POSSIBLE, PLACE PCMS AS FAR FROM LIVE TRAFFIC AS POSSIBLE. ENSURE THE PCMS IS AT OR ABOVE THE EXISITING EDGE OF ROADWAY ELEVATION.

4) PCMS MESSAGES TO BE COORDINATED BY REGIONAL TRAFFIC STAFF. ALL PCMS SHOWN ON THIS SHEET, PLACED WITH THIS PROJECT, WILL BE EQUIPED WITH REMOTE CELLUAR COMMUNICATION.

5) EXISTING PCMS/DMS LOCATIONS FOR INFORMATION PURPOSES ONLY

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PCMS / ITS LOCATIONS	SHEET 166	E

2



G20-58
108" X 48"
OUTSIDE SHOULDER ONLY
(E)



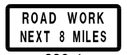
W21-62
96" X 48"



W21-62P
96" X 12"
OUTSIDE SHOULDER ONLY
(D)



PLACED ON OUTSIDE SHOULDER AND MOUNTED ON MEDIAN BARRIER
(C)



G20-1
60" X 24"
PLACED ON OUTSIDE SHOULDER AND MOUNTED ON MEDIAN BARRIER
(B)



OUTSIDE SHOULDER ONLY
301
(A)

BEGINNING OF CONSTRUCTION

1000'
2000'
3000'
5280'
2 MILES



G20-2A
48" X 24"
(F)

END OF CONSTRUCTION

500'





ADVANCED SIGNS 'H' AND 'I' TO BE PLACED AT THE FOLLOWING CROSS STREETS (NORTH AND SOUTH APPROACHES)
- FISH HATCHERY ROAD
- PARK STREET
- RIMROCK ROAD
- JOHN NOLEN DRIVE
- SOUTH TOWNE DRIVE
- MONONA DRIVE
- STOUGHTON ROAD

1000'

FISH HATCHERY ROAD

N

USH 151 / PARK STREET

SEMINOLE HIGHWAY

USH 12/18

TODD DRIVE

1500'

END BELTLINE CONSTUCTION
519WB+96

BEGIN BELTLINE CONSTUCTION
519EB+96

USH 14

NOTES:

1) SIGNS MAY BE ADJUSTED BY ENGINEER TO FIT FIELD CONDITIONS

2) ADDITIONAL SIGNING WITHIN THE PROJECT LIMITS WILL BE SPECIFIED WITHIN THE 'TRAFFIC CONTROL DETAILS' OR WITHIN THE SUBSEGMENT TRAFFIC CONTROL PLANS

3) WORK WITH ADJACENT PROJECTS (VERONA ROAD, E.G.) TO ELIMINATE OVERLAPPING SIGNS

4) REFER TO THE DETOUR PLAN SHEETS FOR ADDITIONAL SIGNING. MODIFY ADVANCED WARNING SIGNS AS REQUIRED TO ELIMINATE CONFLICTING MESSAGES

LEGEND:

- SIGN MOUNTED ON PERMANENT SUPPORT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- TRAFFIC FLOW ARROW

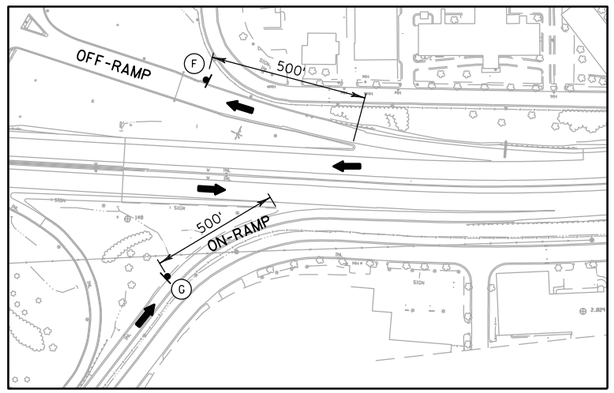
DETAIL A
ON AND OFF-RAMP SIGN PLACEMENT



(G)



G20-2A
48" X 24"
(F)



DETAIL A NOTES:

* PLACE SIGNS ON ALL RAMPS WITHIN THE CONSTRUCTION LIMITS OF THE PROJECT

* SIGN PLACEMENT MAY BE ADJUSTED AS NEEDED BY ENGINEER TO FIT CONSTRUCTION SCHEDULE AND LOCATIONS OF WORKZONES

2

END OF CONSTRUCTION

END ROAD WORK
G20-2A
48" X 24"
(F)

500'

BEGINNING OF CONSTRUCTION

BELTLINE THRU TRAFFIC USE ALL LANES
OUTSIDE SHOULDER ONLY
302
(A)

ROAD WORK NEXT 8 MILES
G20-1
60" X 24"
PLACED ON OUTSIDE AND INSIDE SHOULDERS
* SEE NOTE 4
(B)

MAX. 11' WIDTH
W12-52
PLACED ON OUTSIDE SHOULDER AND MOUNTED ON MEDIAN BARRIER
(C)

Give 'em a BRAKE SLOW DOWN
FINES DOUBLE IN WORK ZONES
W21-62
96" X 48"

$200 MINIMUM
W21-62P
96" X 12"
OUTSIDE SHOULDER ONLY
(D)

ROAD WORK
2 MILE AHEAD
EXPECT DELAYS
G20-58
108" X 48"
OUTSIDE SHOULDER ONLY
(E)

1000'
2000'
3000'
5280'
2 MILES

N

SB IH 39-90

SEE NEXT SHEET FOR ADDITIONAL DETAILS REGARDING ADVANCED SIGNING ON IH 39-90 RAMPS

BEGIN/END BELTLINE CONSTUCTION
L 126WB+60

NB IH 39-90

USH 12/18

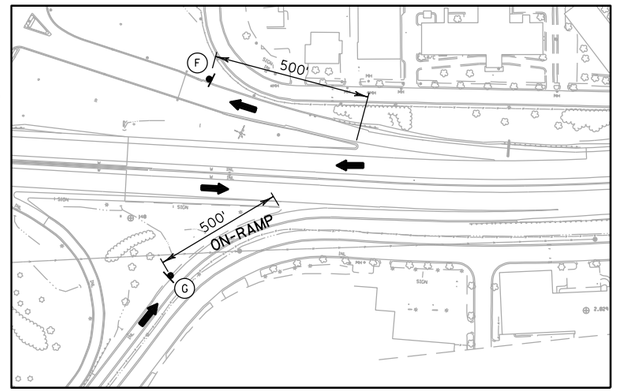
COUNTY HIGHWAY AB

IH 39-90

ROAD WORK AHEAD
W20-1
(G)

END ROAD WORK
G20-2A
48" X 24"
(F)

DETAIL A
ON AND OFF-RAMP SIGN PLACEMENT



DETAIL A NOTES:

* PLACE SIGNS ON ALL RAMPS WITHIN THE CONSTRUCTION LIMITS OF THE PROJECT

* SIGN PLACEMENT MAY BE ADJUSTED AS NEEDED BY ENGINEER TO FIT CONSTRUCTION SCHEDULE AND LOCATIONS OF WORKZONES

NOTES:

1) SIGNS MAY BE ADJUSTED BY ENGINEER TO FIT FIELD CONDITIONS

2) ADDITIONAL SIGNING WITHIN THE PROJECT LIMITS WILL BE SPECIFIED WITHIN THE 'TRAFFIC CONTROL DETAILS' OR WITHIN THE SUBSEGMENT TRAFFIC CONTROL PLANS

3) WORK WITH ADJACENT PROJECTS (VERONA ROAD, E.G.) TO ELIMINATE OVERLAPPING SIGNS

4) REFER TO THE DETOUR PLAN SHEETS FOR ADDITIONAL SIGNING. MODIFY ADVANCED WARNING SIGNS AS DIRECTED BY FIELD ENGINEER TO ELIMINATE CONFLICTING MESSAGES

LEGEND:

- SIGN MOUNTED ON PERMANENT SUPPORT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- TRAFFIC FLOW ARROW

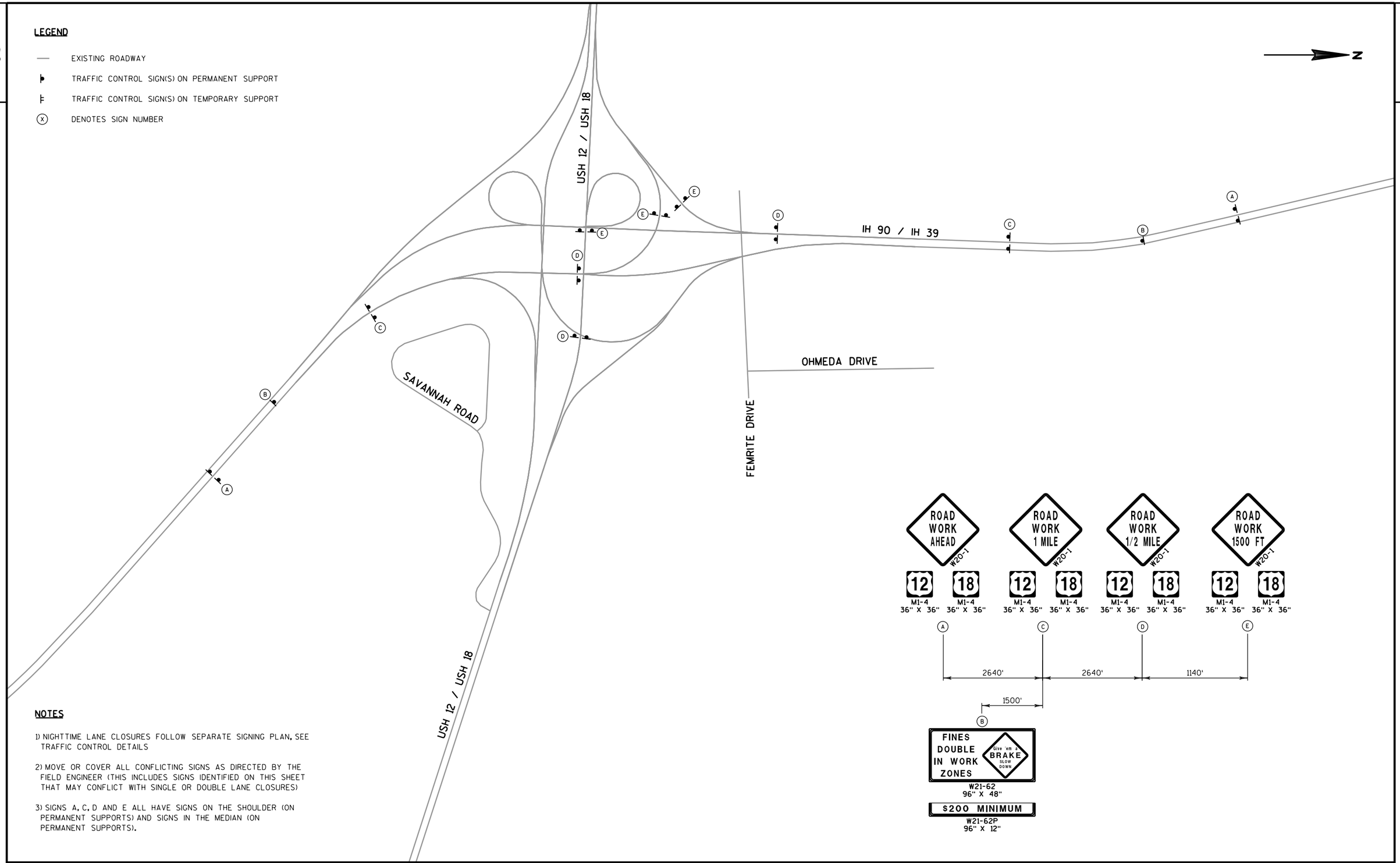
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE	SHEET 168	E

2

2

LEGEND

- EXISTING ROADWAY
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- (X) DENOTES SIGN NUMBER



NOTES

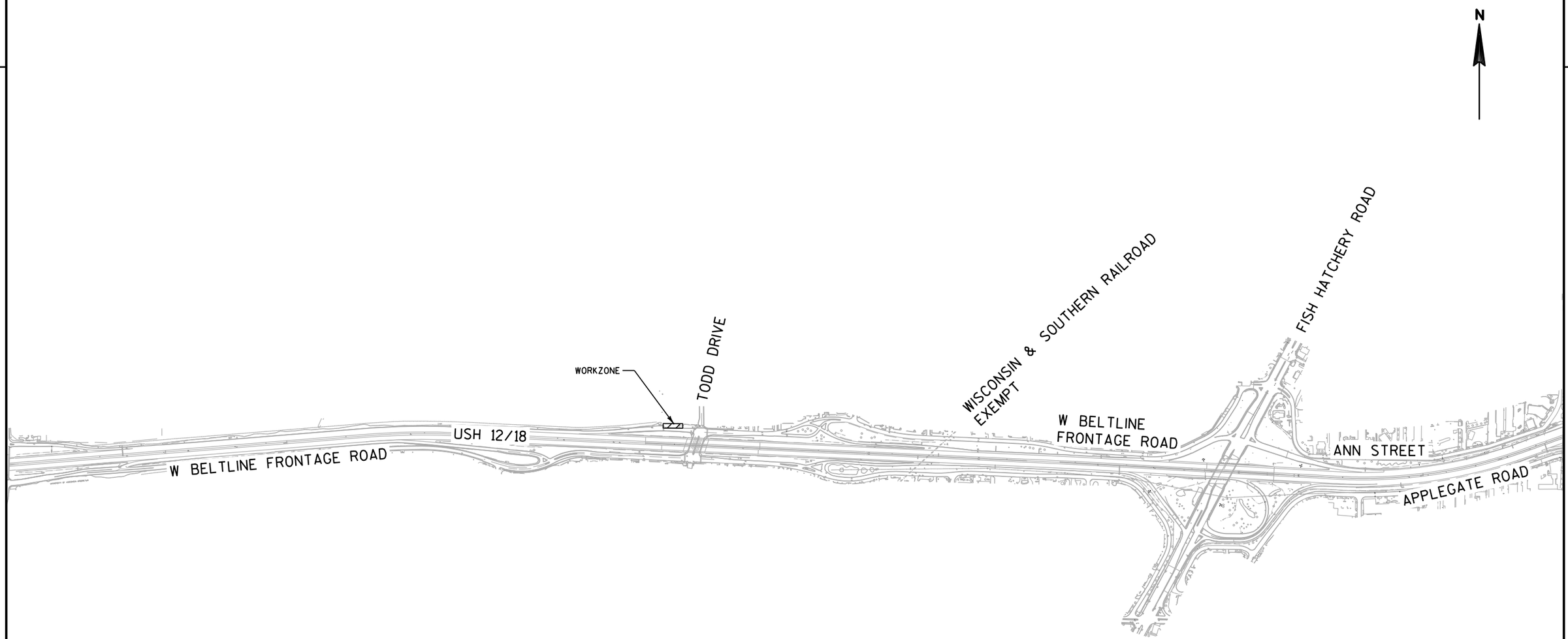
1) NIGHTTIME LANE CLOSURES FOLLOW SEPARATE SIGNING PLAN, SEE TRAFFIC CONTROL DETAILS

2) MOVE OR COVER ALL CONFLICTING SIGNS AS DIRECTED BY THE FIELD ENGINEER (THIS INCLUDES SIGNS IDENTIFIED ON THIS SHEET THAT MAY CONFLICT WITH SINGLE OR DOUBLE LANE CLOSURES)

3) SIGNS A, C, D AND E ALL HAVE SIGNS ON THE SHOULDER (ON PERMANENT SUPPORTS) AND SIGNS IN THE MEDIAN (ON PERMANENT SUPPORTS).

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE	SHEET 169	E

2



TODD DR WB ONRAMP

NOTES

1) TRAFFIC CONTROL CONSISTS OF RESTRICTING NB TODD DRIVE LEFT TURNS TO ALLOW FOR LARGER WORKZONE

CONSTRUCTION

- CONSTRUCT MGS GUARDRAIL AND REPLACE CURB AND GUTTER AS SHOWN IN PLAN DETAILS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: TODD DRIVE STAGING OVERVIEW	SHEET 170	E

2

2

N

TODD DRIVE WB
ENTRANCE RAMP

LANE CLOSED
R11-2-L
48" X 30"

ROAD WORK AHEAD
W20-1

TODD DRIVE

468FNW
469FNW
470FNW
471FNW
472FNW
473FNW

25' TYP

12-FT MIN TO DRUMS

DRUMS AT 10-FT SPACING

WB USH 12/18

470WB
471WB
472WB
473WB
474WB
475WB

470EB
471EB
472EB
473EB
474EB
475EB

EB USH 12/18

W. BELTLINE FRONTAGE ROAD

SIGN
MH
INL
TODD DRIVE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: TODD DR WB ONRAMP	SHEET 171	E

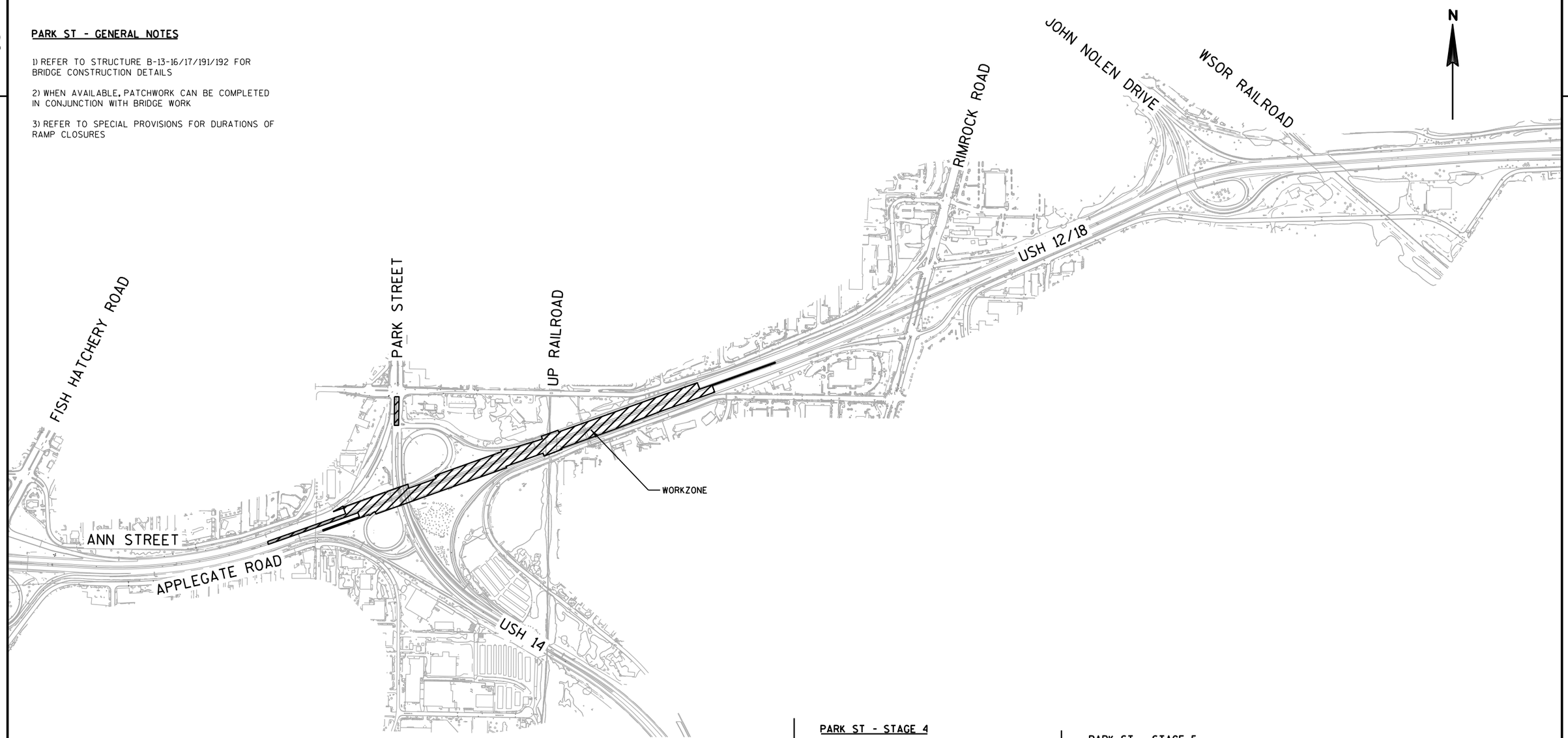
2

PARK ST - GENERAL NOTES

1) REFER TO STRUCTURE B-13-16/17/191/192 FOR BRIDGE CONSTRUCTION DETAILS

2) WHEN AVAILABLE, PATCHWORK CAN BE COMPLETED IN CONJUNCTION WITH BRIDGE WORK

3) REFER TO SPECIAL PROVISIONS FOR DURATIONS OF RAMP CLOSURES



PARK ST - STAGE 1

NOTES

1) USE SINGLE LANE NIGHT CLOSURES TO GAIN ACCESS TO WORKZONES

CONSTRUCTION

- PAVE FULL DEPTH MEDIAN AND OUTSIDE SHOULDERS
- REMOVE MEDIAN BARRIER (SEE PLAN DETAILS FOR EXACT LOCATIONS)

PARK ST - STAGE 2

NOTES

1) WB TRAFFIC IS SPLIT THROUGH THE WORKZONE WITH 2 LANES ON EXISTING USH 12 EB
2) SB PARK ST TO EB USH 12 RAMP CLOSED
3) NB USH 14 ONRAMP CONVERTED TO PARALLEL MERGE

CONSTRUCTION

- STRUCTURE WORK ON THE INSIDE HALF OF WB USH 12 AT PARK ST AND THE UP R/R
- COMPLETE PATCHWORK WHERE REQUIRED TO THE INSIDE AND MIDDLE LANES

PARK ST - STAGE 3

NOTES

1) WB TRAFFIC IS SPLIT THROUGH THE WORKZONE WITH 2 LANES ON EXISTING USH 12 EB
2) SB PARK ST TO EB USH 12 RAMP CLOSED
3) NB USH 14 ONRAMP CONVERTED TO PARALLEL MERGE
4) SB PARK ST TO WB USH 12 ONRAMP CONVERTED TO PARALLEL MERGE

CONSTRUCTION

- STRUCTURE WORK ON THE OUTSIDE HALF OF WB USH 12 AT PARK ST AND THE UP R/R
- COMPLETE PATCHWORK WHERE REQUIRED TO THE OUTSIDE LANE

PARK ST - STAGE 4

NOTES

1) EB TRAFFIC IS SPLIT THROUGH THE WORKZONE WITH 2 LANES ON EXISTING USH 12 WB
2) NB USH 14 TO WB USH 12 RAMP CLOSED
3) WB ONRAMP FROM SOUTH TOWNE CONVERTED TO PARALLEL MERGE
4) WB OFFRAMP TO PARK ST FUNCTIONS AS DIVERGE EXIT
5) NB USH 14 TO EB USH 12 FUNCTIONS AS AUXILIARY LANE

CONSTRUCTION

- STRUCTURE WORK ON THE INSIDE HALF OF EB USH 12 AT PARK ST AND THE UP R/R
- COMPLETE PATCHWORK WHERE REQUIRED TO THE INSIDE AND MIDDLE LANES

PARK ST - STAGE 5

NOTES

1) EB TRAFFIC IS SPLIT THROUGH THE WORKZONE WITH 2 LANES ON EXISTING USH 12 WB
2) NB USH 14 TO WB USH 12 RAMP CLOSED
3) WB ONRAMP FROM SOUTH TOWNE CONVERTED TO PARALLEL MERGE
4) WB OFFRAMP TO PARK ST FUNCTIONS AS DIVERGE EXIT

CONSTRUCTION

- STRUCTURE WORK ON THE OUTSIDE HALF OF EB USH 12 AT PARK ST AND THE UP R/R
- COMPLETE PATCHWORK WHERE REQUIRED TO THE OUTSIDE LANE

PARK ST - STAGE 6

NOTES

1) PLAN SHEETS NOT SHOWN, USE SINGLE LANE NIGHTTIME CLOSURE

CONSTRUCTION

-PAVE THE CENTER MEDIAN BARRIER

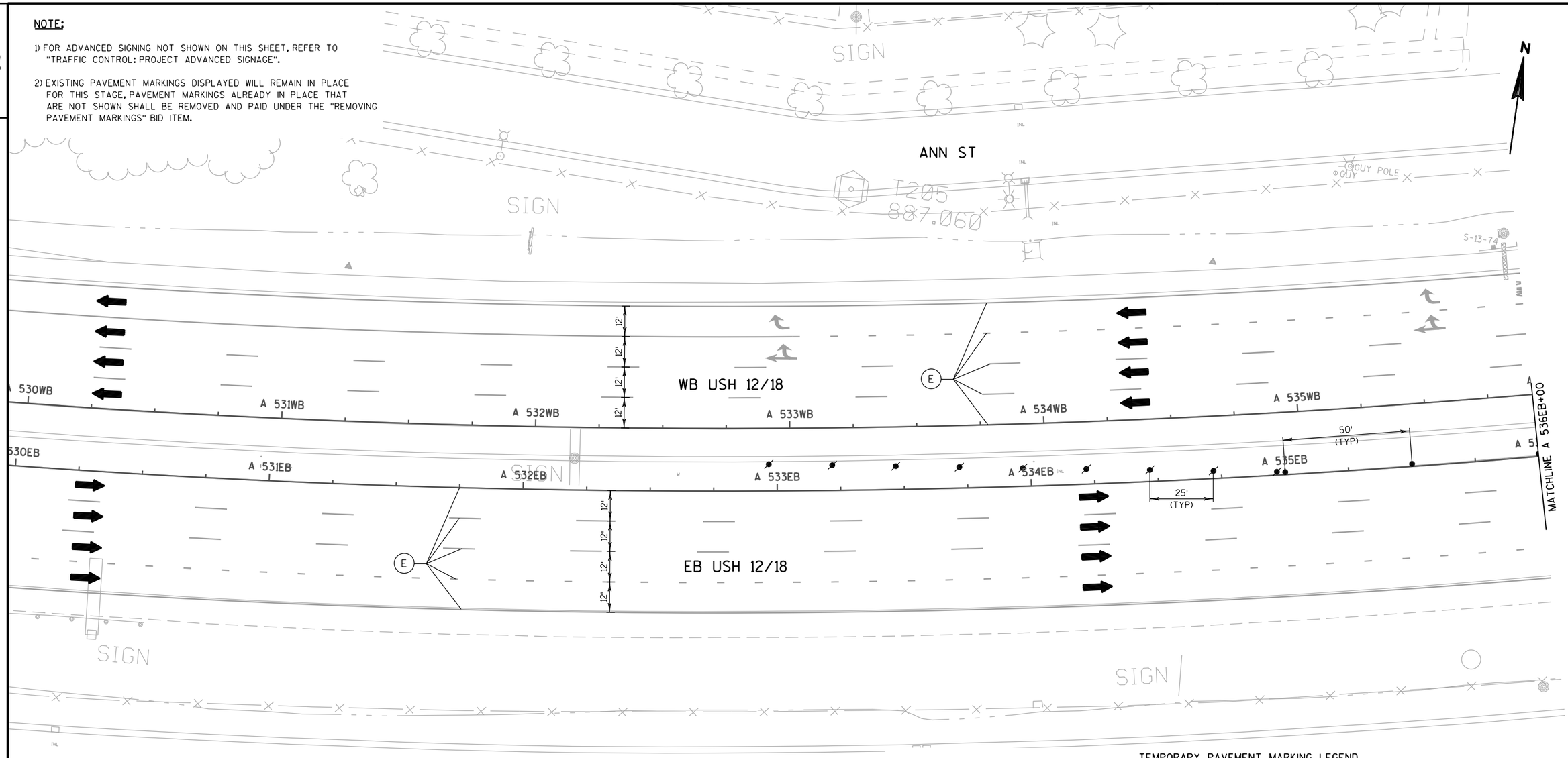
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK STREET STAGING OVERVIEW	SHEET 172	E

2

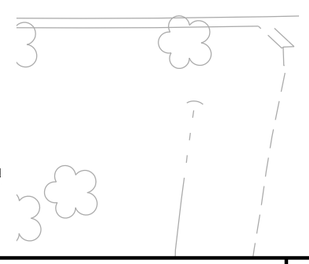
NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

2) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE, PAVEMENT MARKINGS ALREADY IN PLACE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM.



APPLEGATE ROAD





SIGN PLACED AT 518EB+00 ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



SIGN PLACED AT A 528EB+00 ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



SIGN PLACED AT A 528EB+00 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER



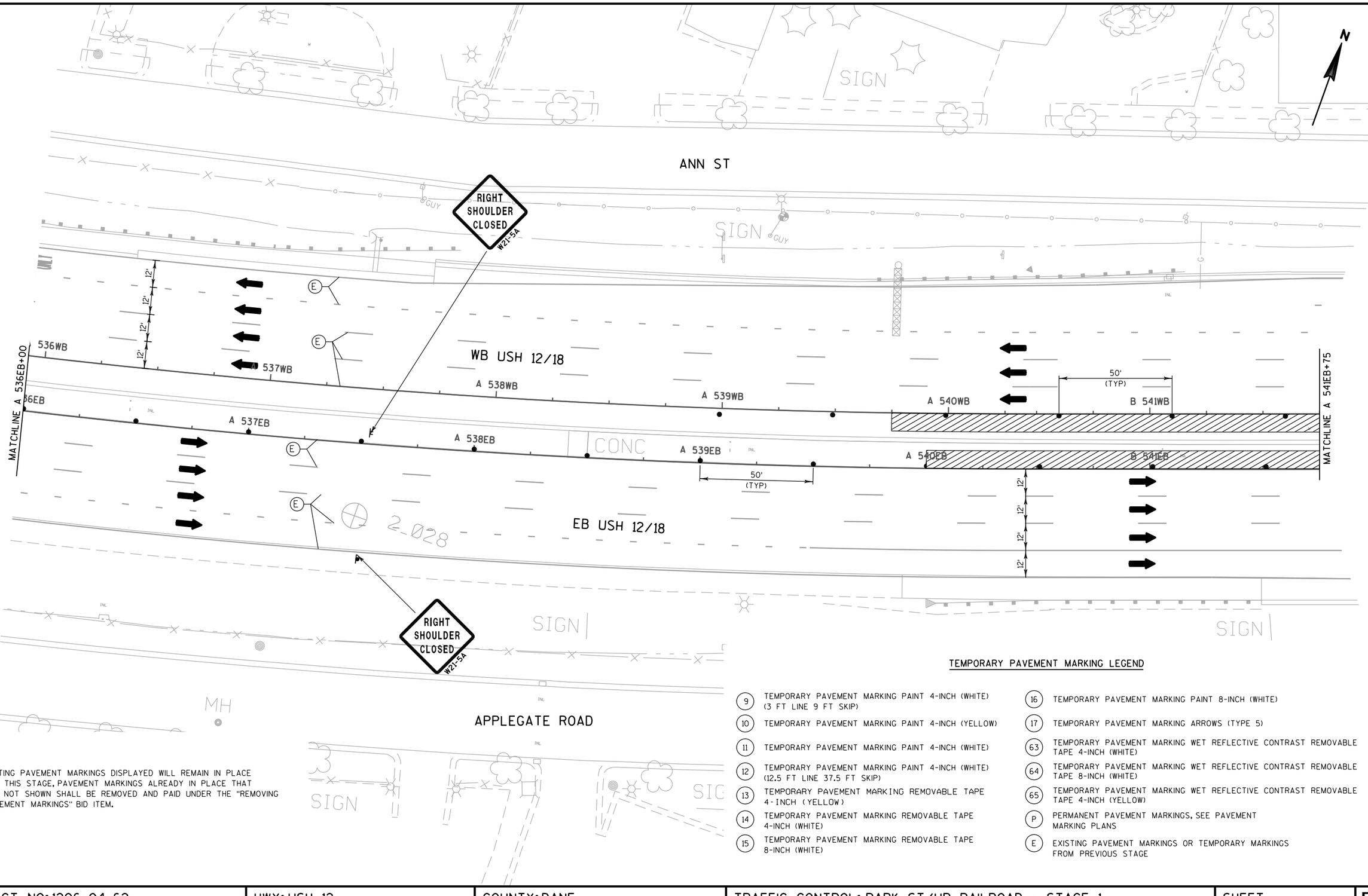
SIGN PLACED AT 514WB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
- (63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- (64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 1	SHEET 173	E

2



NOTE:

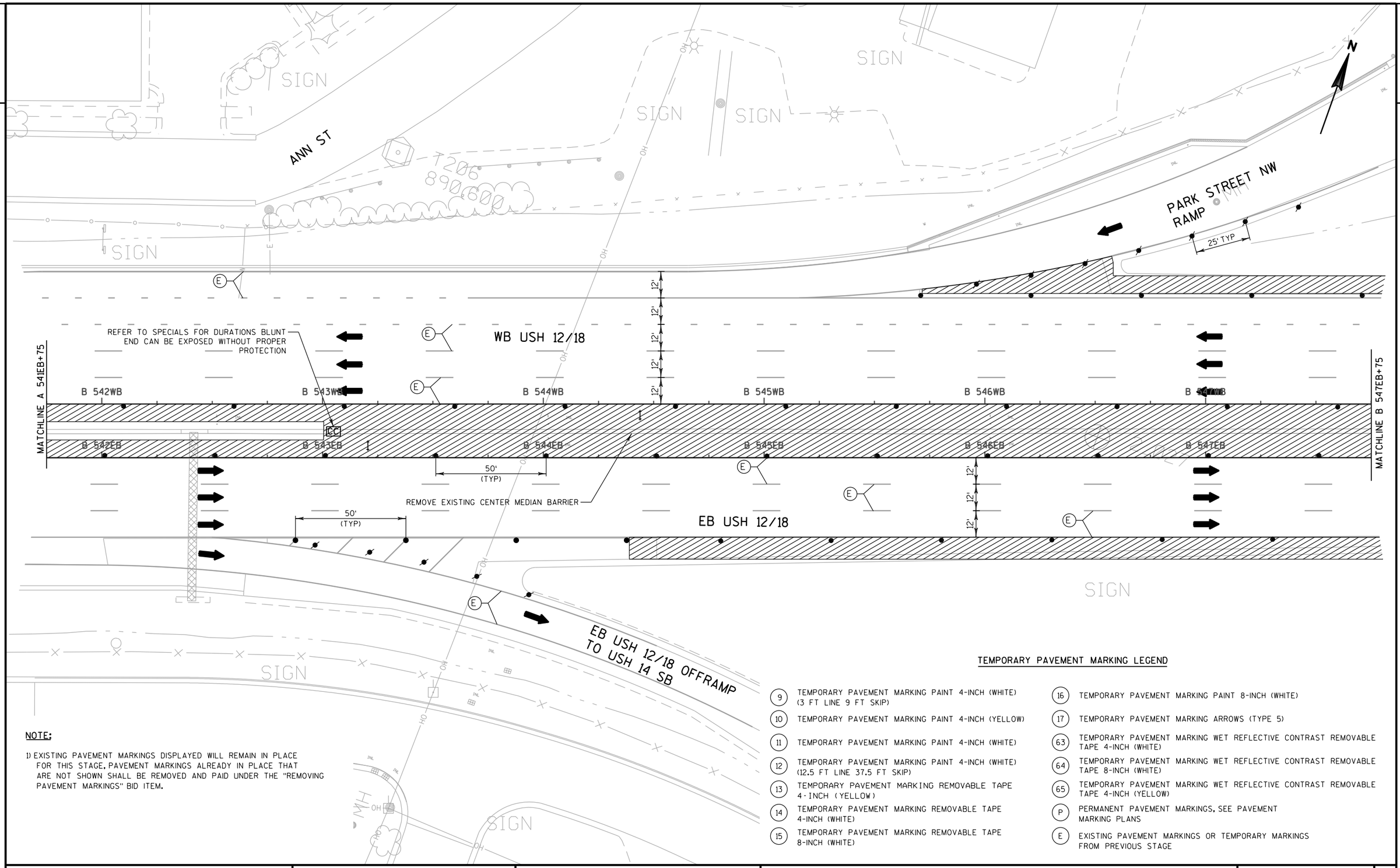
1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS ALREADY IN PLACE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM.

TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 1	SHEET 174	E

2



NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS ALREADY IN PLACE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM.

TEMPORARY PAVEMENT MARKING LEGEND

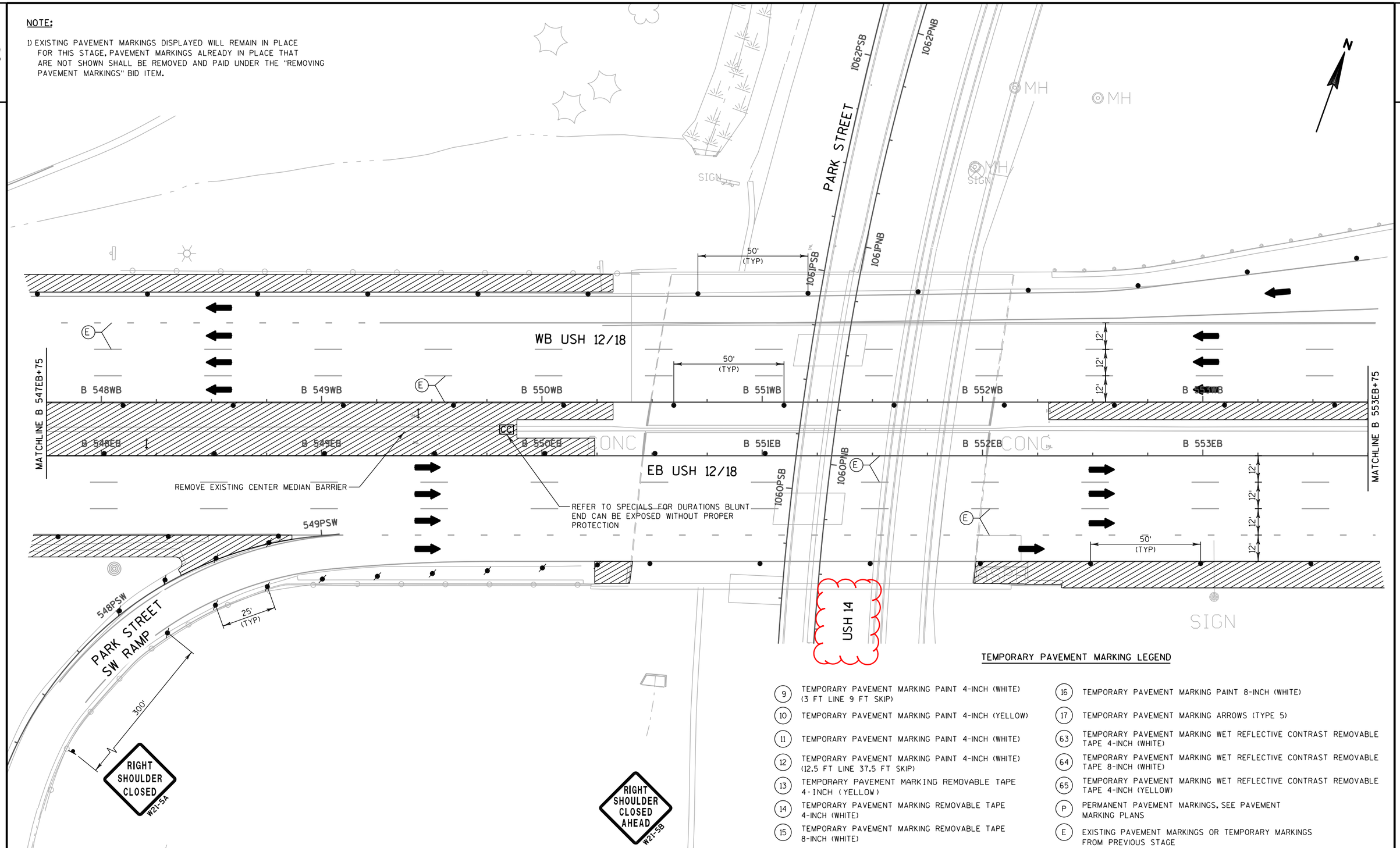
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(10)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
(11)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
(12)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 1	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\026212_st-PS_st1.dgn PLOT DATE : 1/23/2014 PLOT BY : arosemeyer PLOT NAME : PLOT SCALE : 40:1

NOTE:

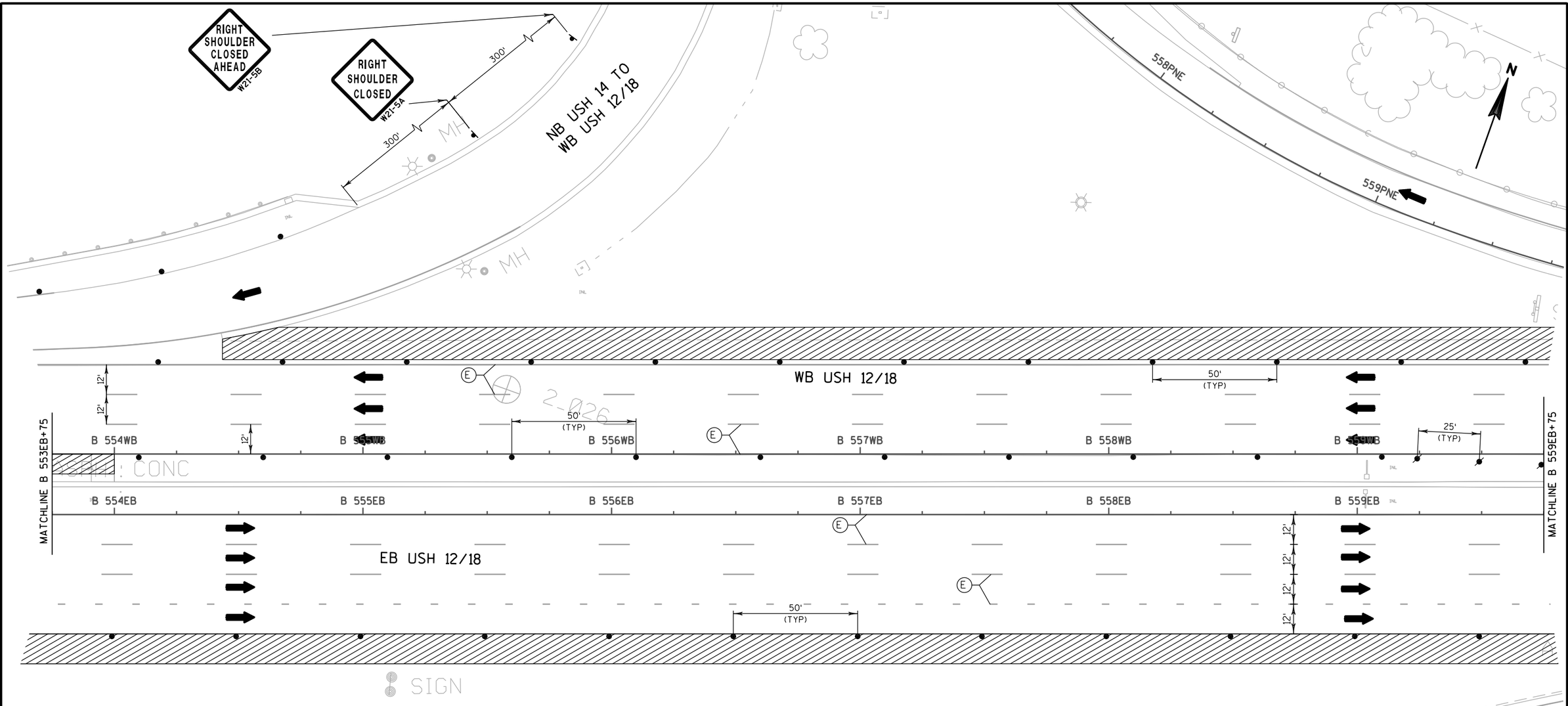
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9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)	16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)	63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)	64	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 1	SHEET 176	E



NOTE:

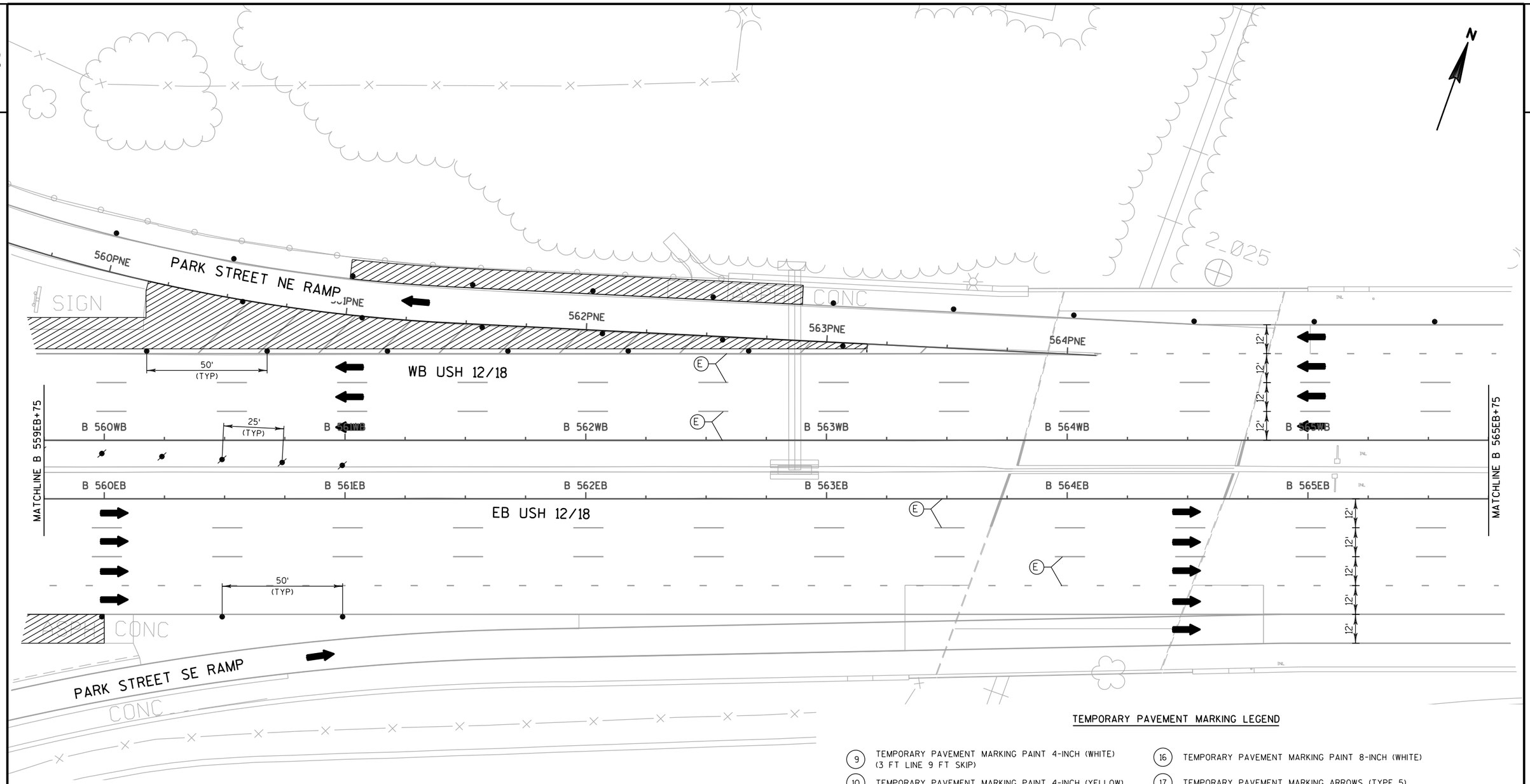
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15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 1	SHEET 177	E

2



NOTE:

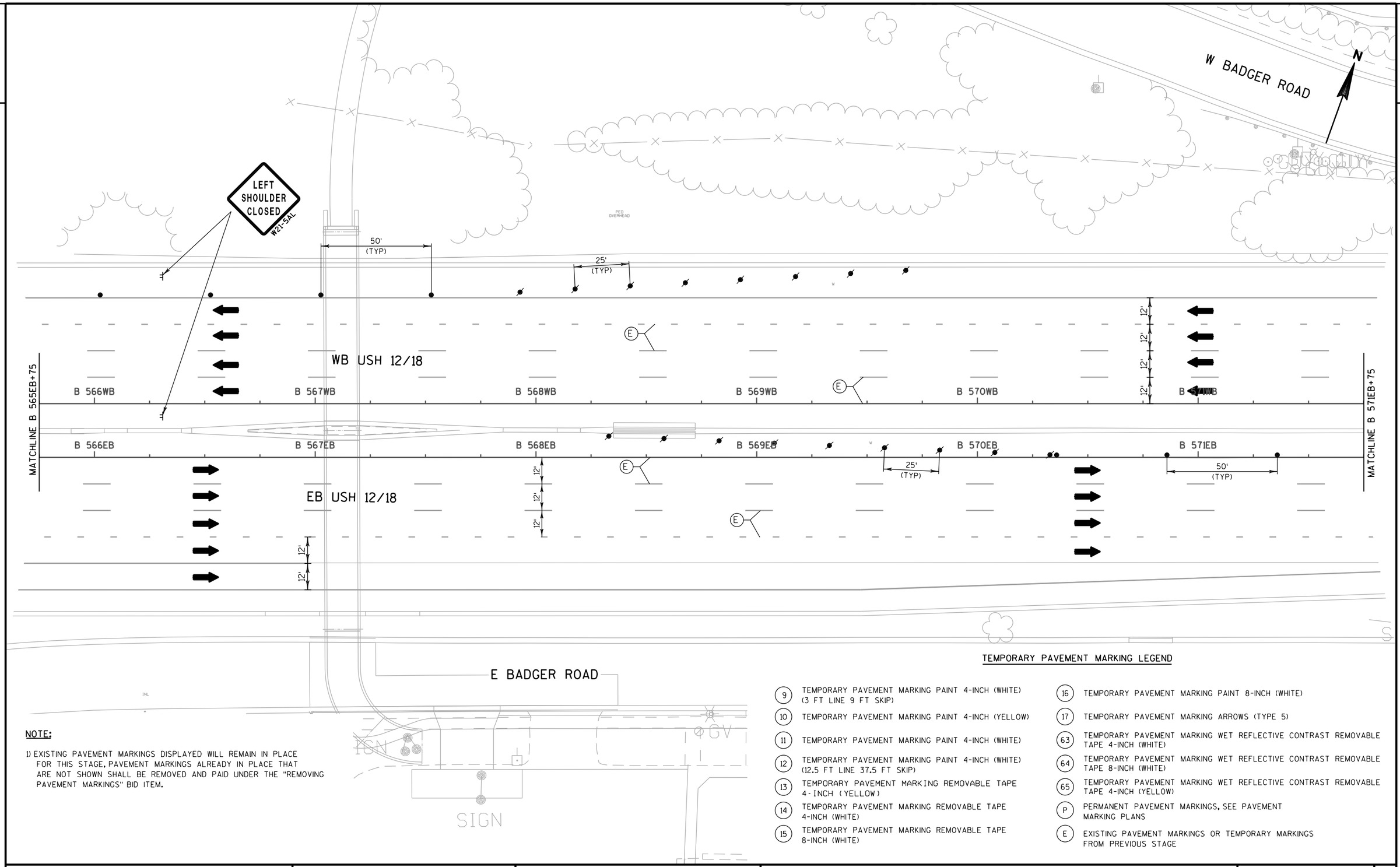
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- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 1	SHEET 178	E

2



NOTE:

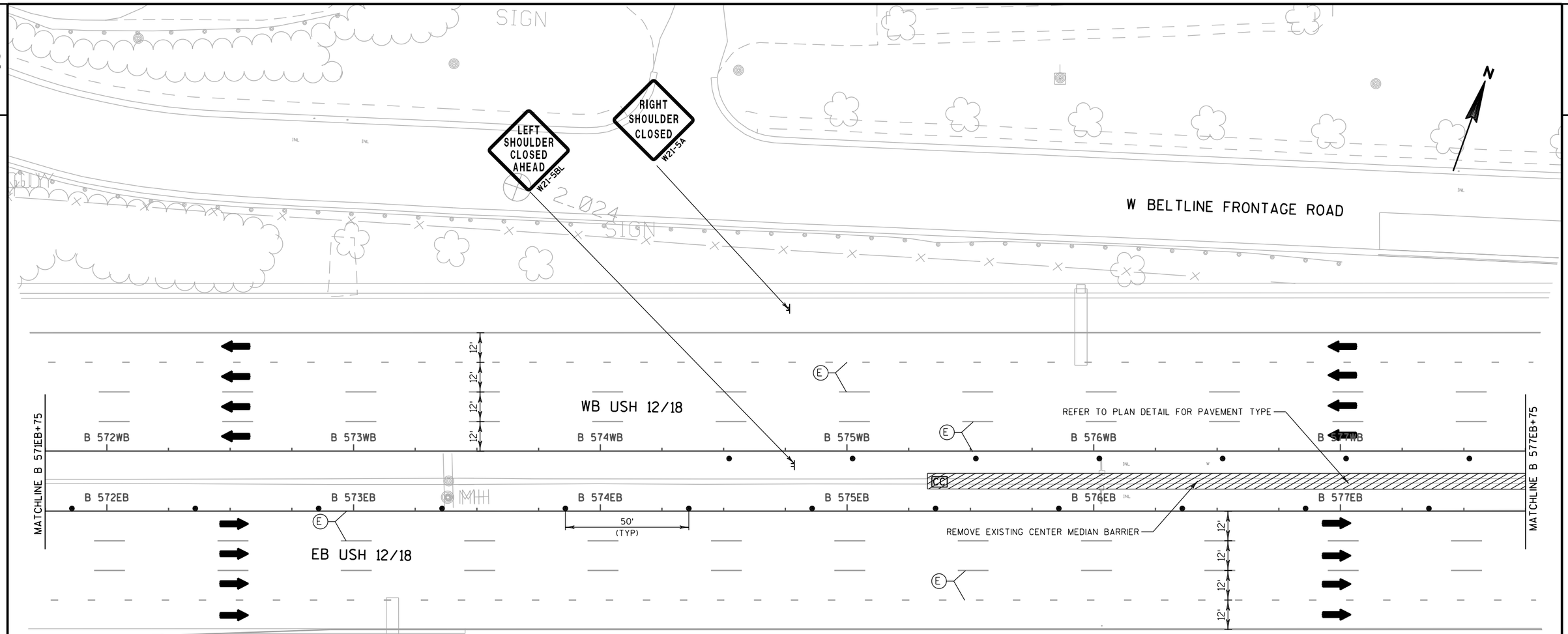
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 1	SHEET 179	E

2



NOTE:

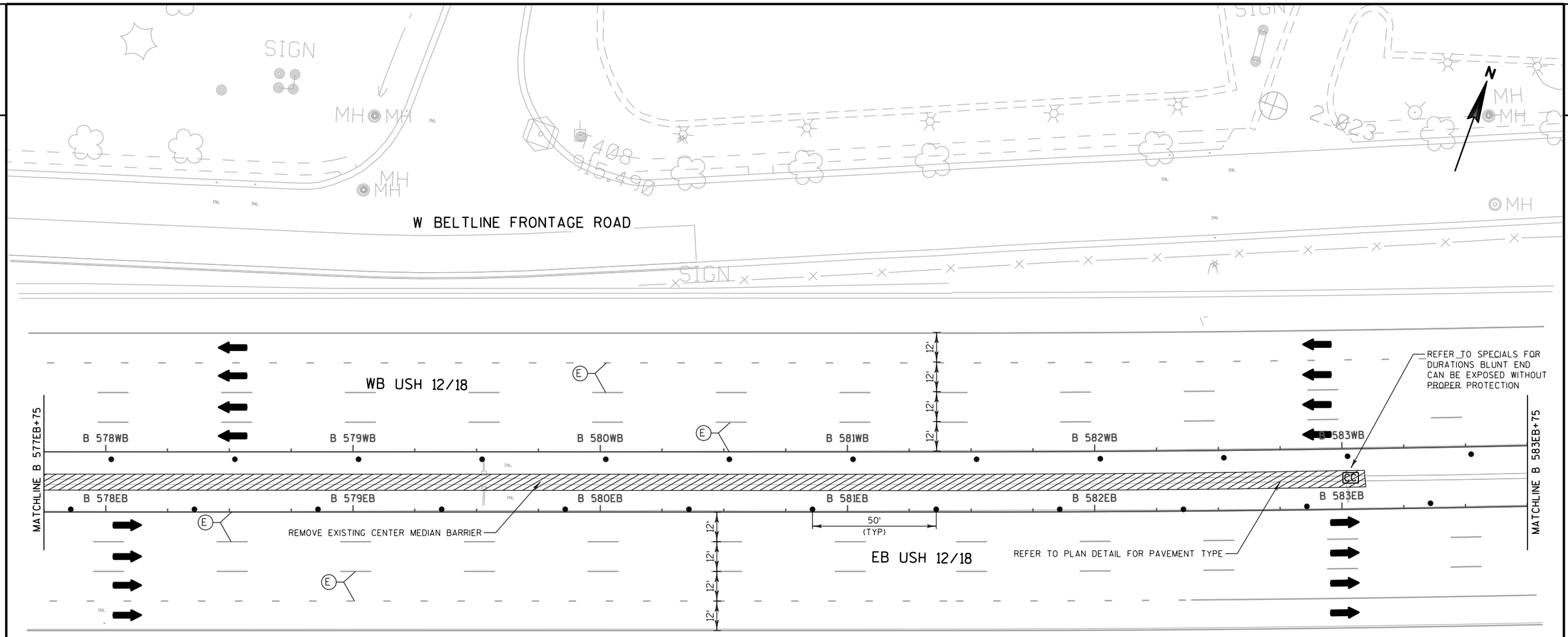
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 1	SHEET 180	E

2



NOTE:

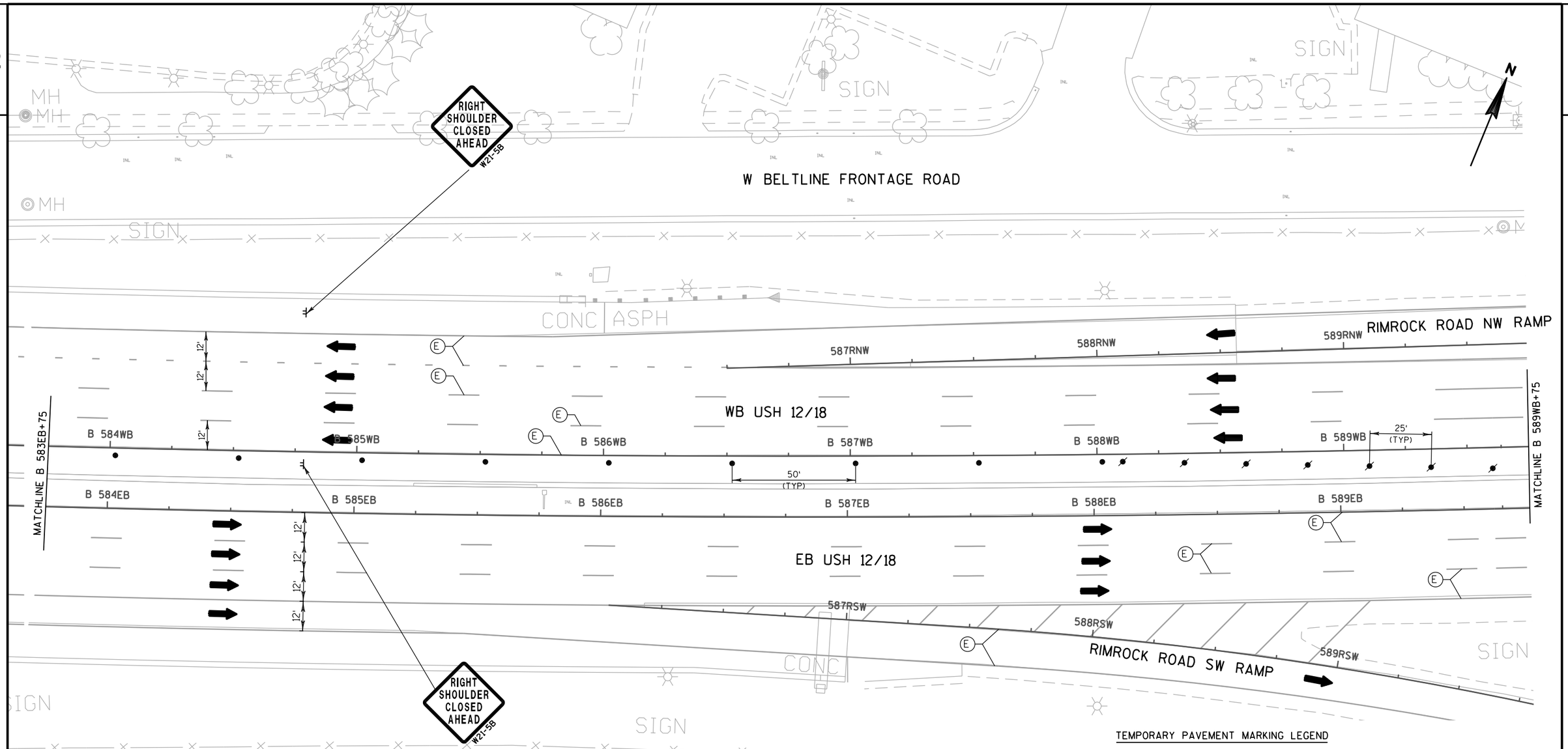
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 1	SHEET 181	E

2



NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS ALREADY IN PLACE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM.

TEMPORARY PAVEMENT MARKING LEGEND

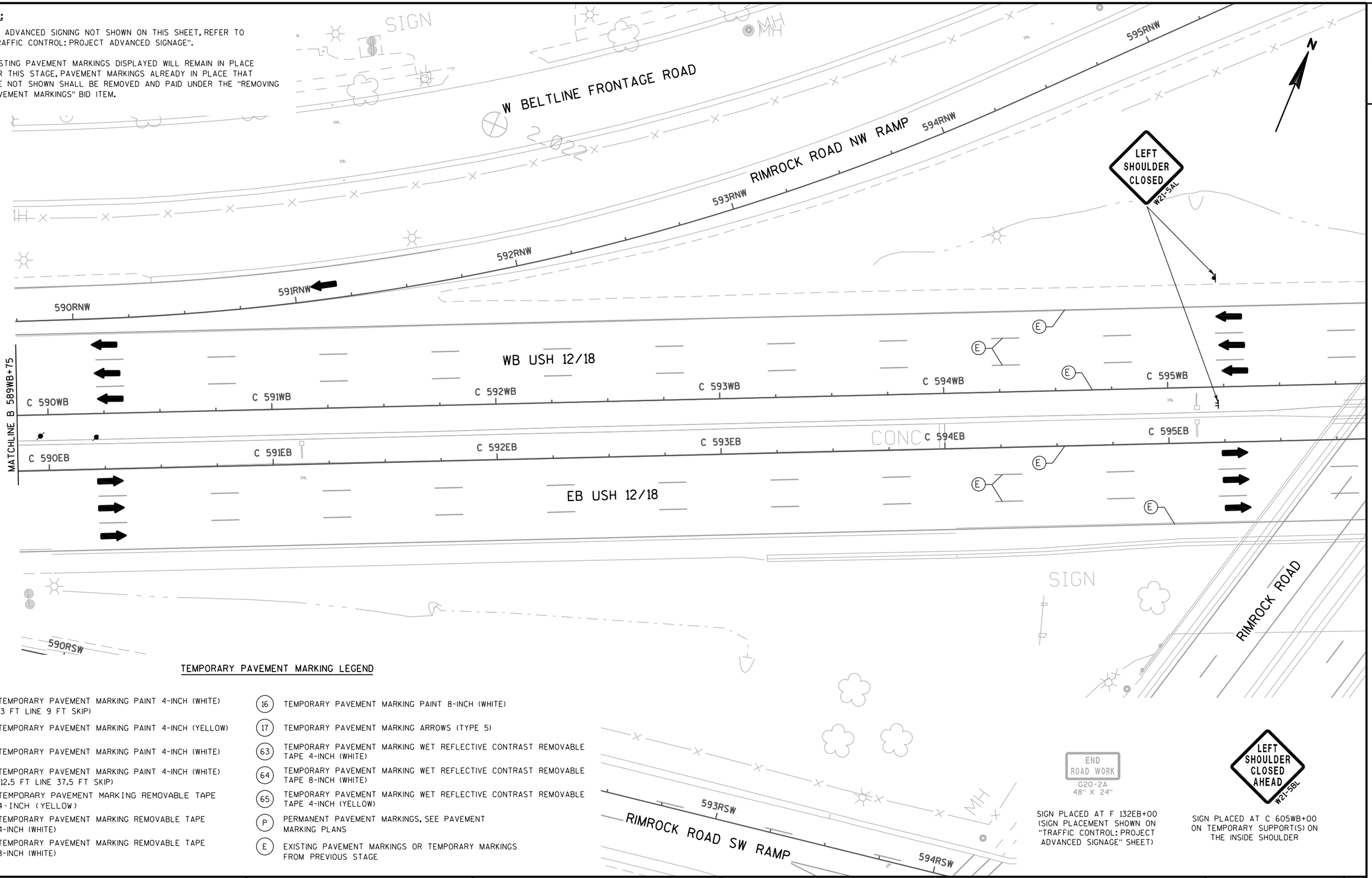
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- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 1	SHEET 182	E

NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

2) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE, PAVEMENT MARKINGS ALREADY IN PLACE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM.



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(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

END ROAD WORK
G20-2A
48" X 24"

SIGN PLACED AT F 132EB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

LEFT SHOULDER CLOSED AHEAD
W21-5BL

SIGN PLACED AT C 605WB+00 ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 1	SHEET 183	E

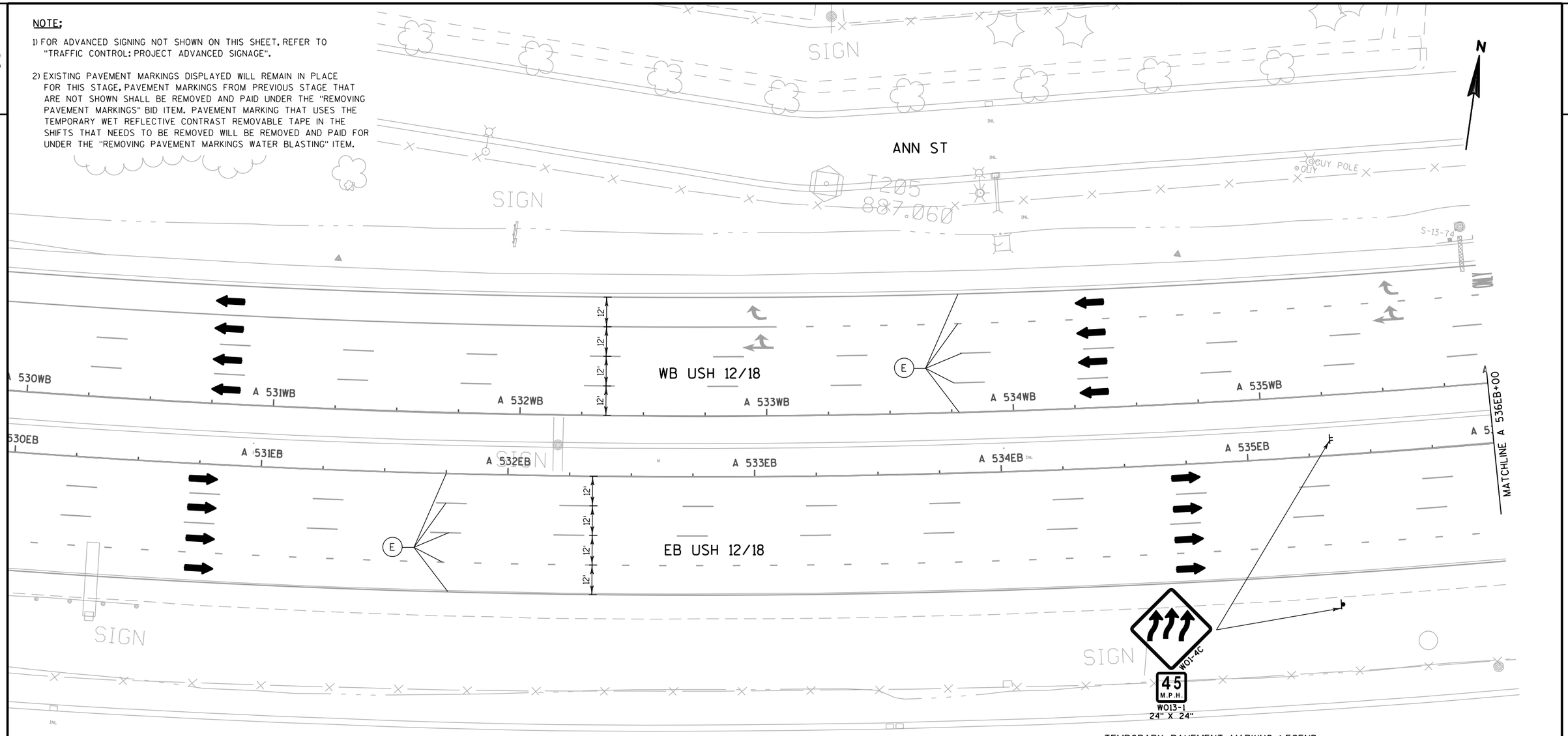
2

2

NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

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W057-51
36" X 18"

SIGN PLACED AT 519EB+50 ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



W057-51
36" X 18"

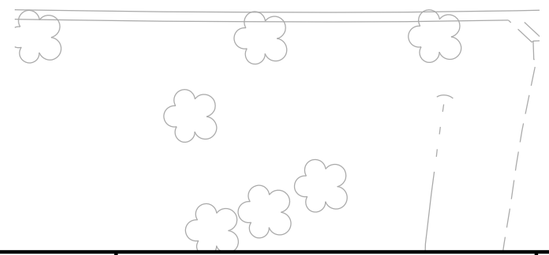
SIGN PLACED AT 519EB+50 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER



G20-2A
48" X 24"

SIGN PLACED AT 514WB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

APPLEGATE ROAD

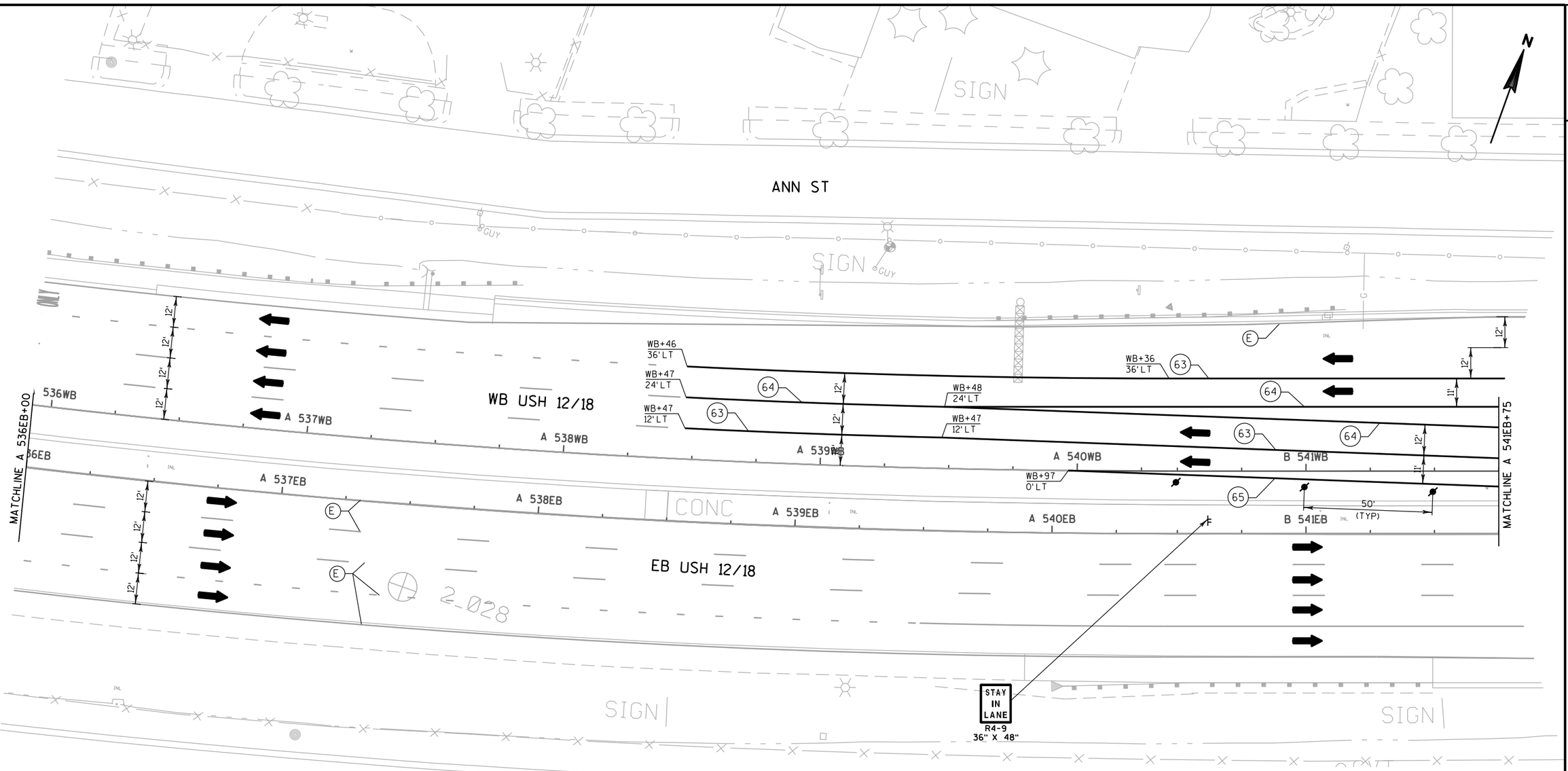


TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
64	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 2	SHEET 184	E

2



NOTE:

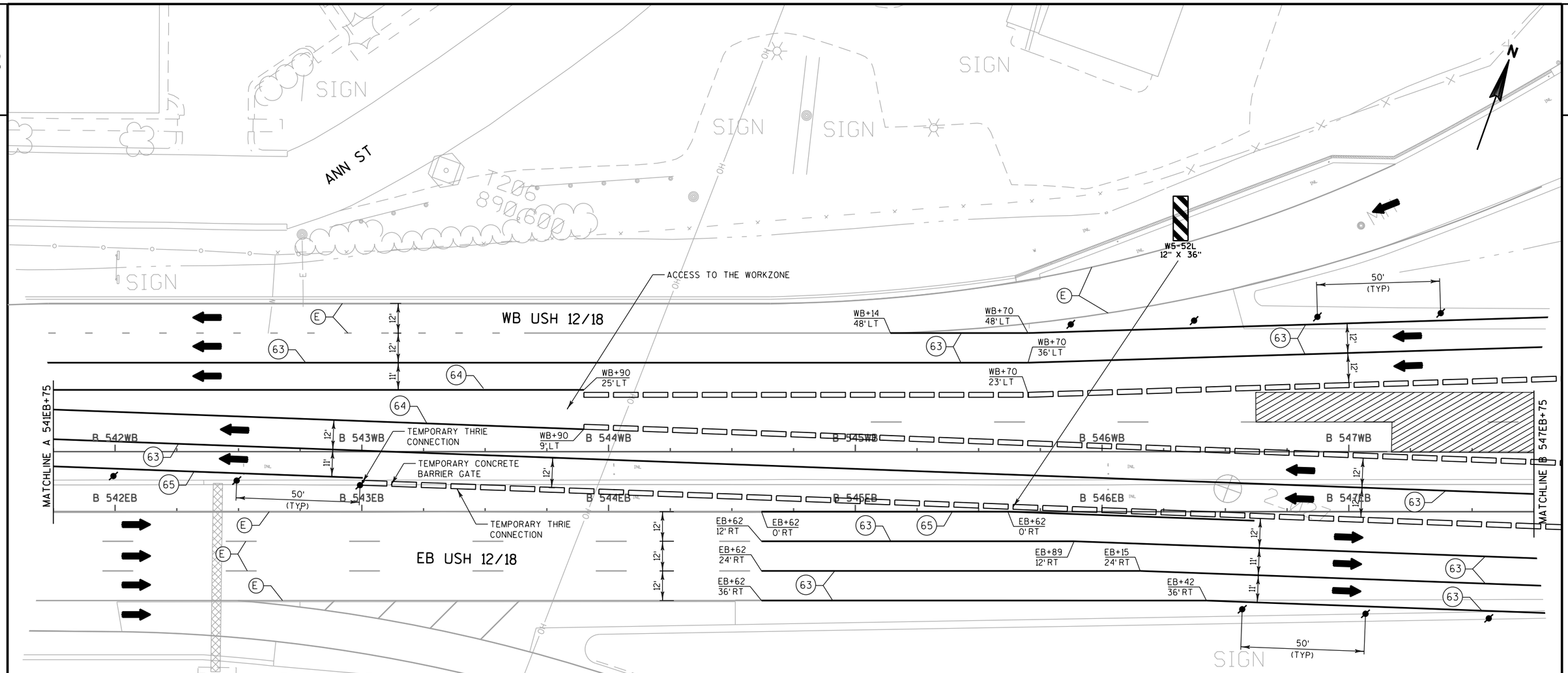
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TEMPORARY PAVEMENT MARKING LEGEND

(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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(63)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
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(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 2	SHEET 185 E

2



NOTE:

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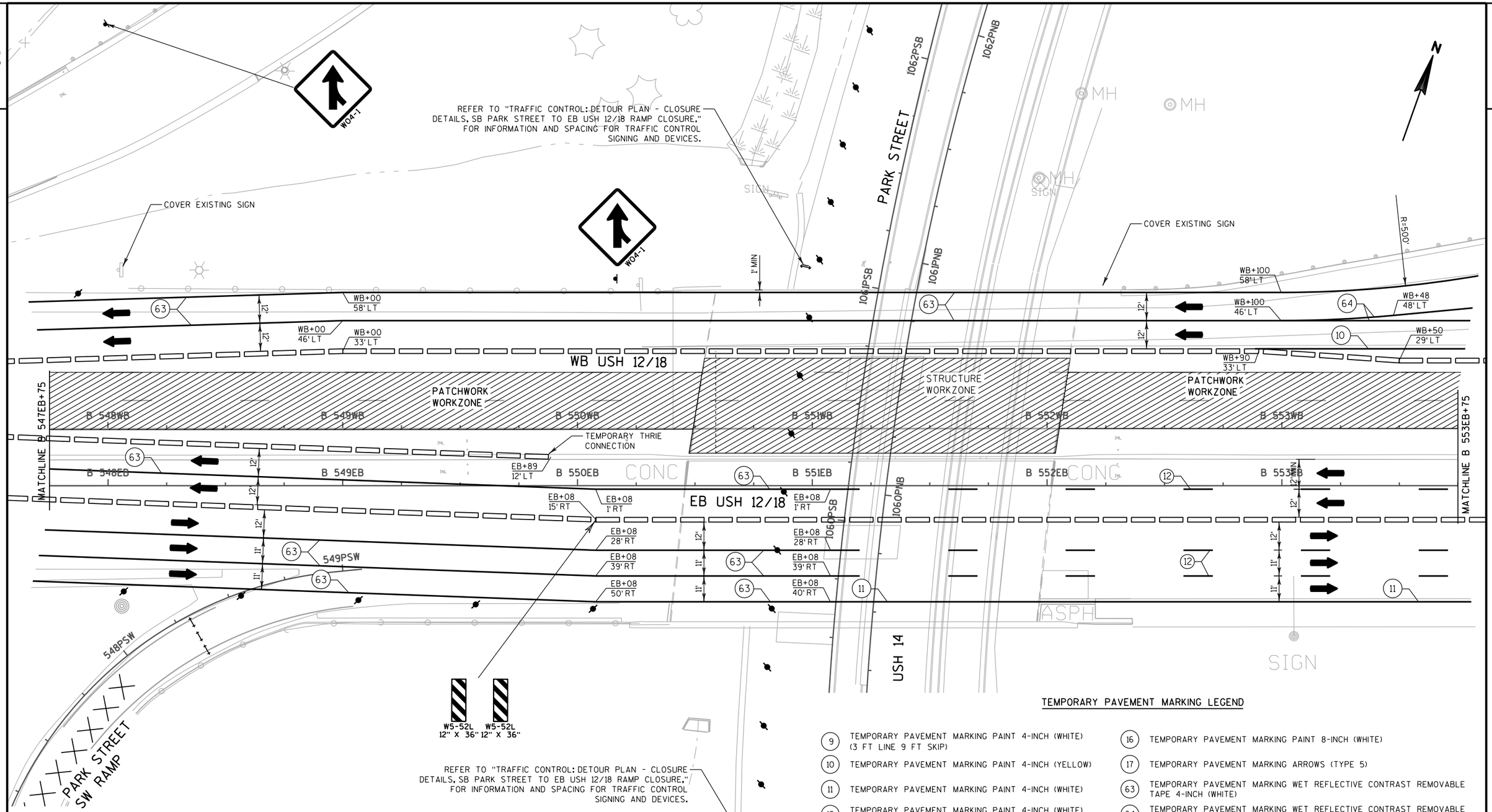
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- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 2	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\026222_st-PS_st2.dgn PLOT DATE : 1/23/2014 PLOT BY : grosemeyer PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2



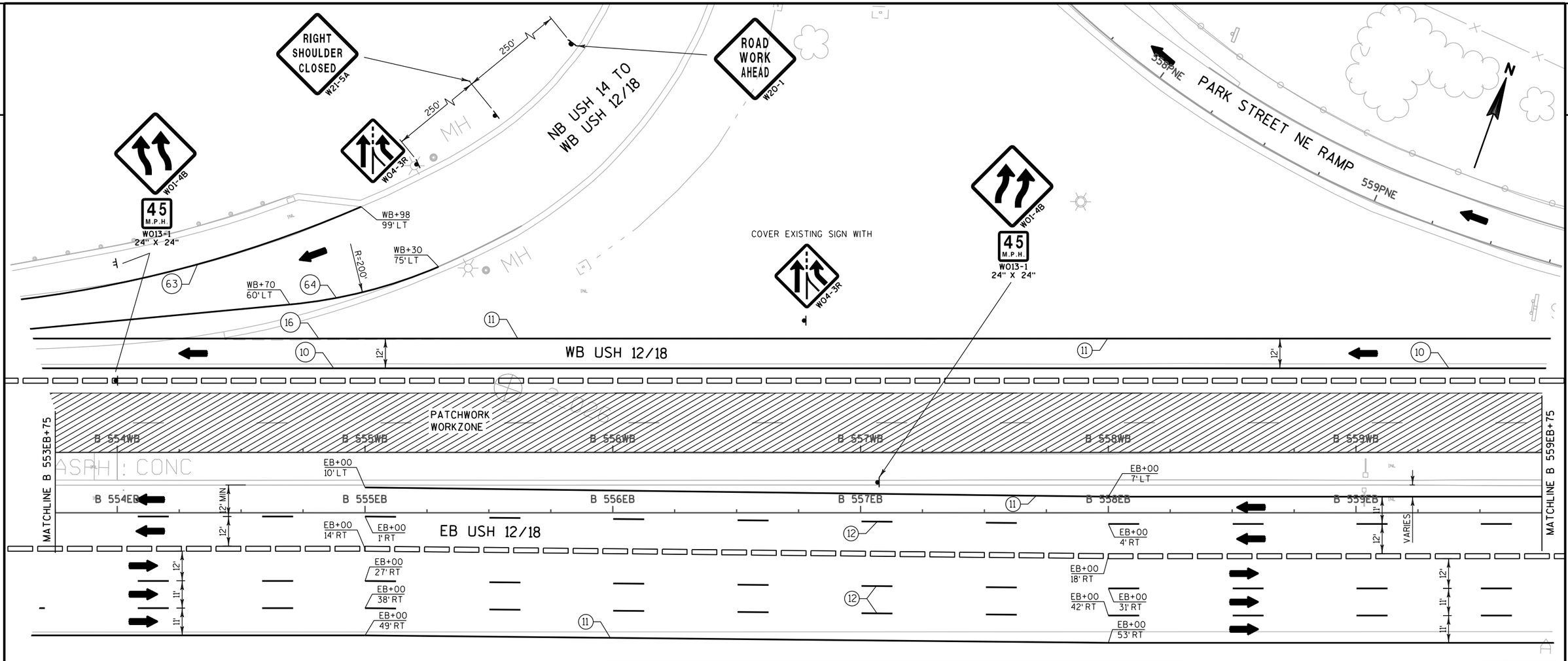
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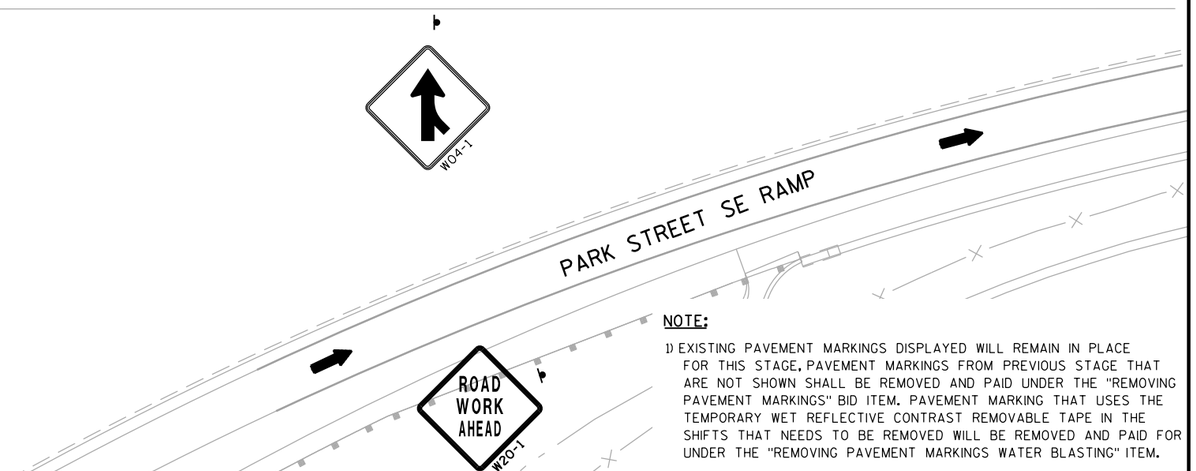
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 2	SHEET 187	E



SIGN

TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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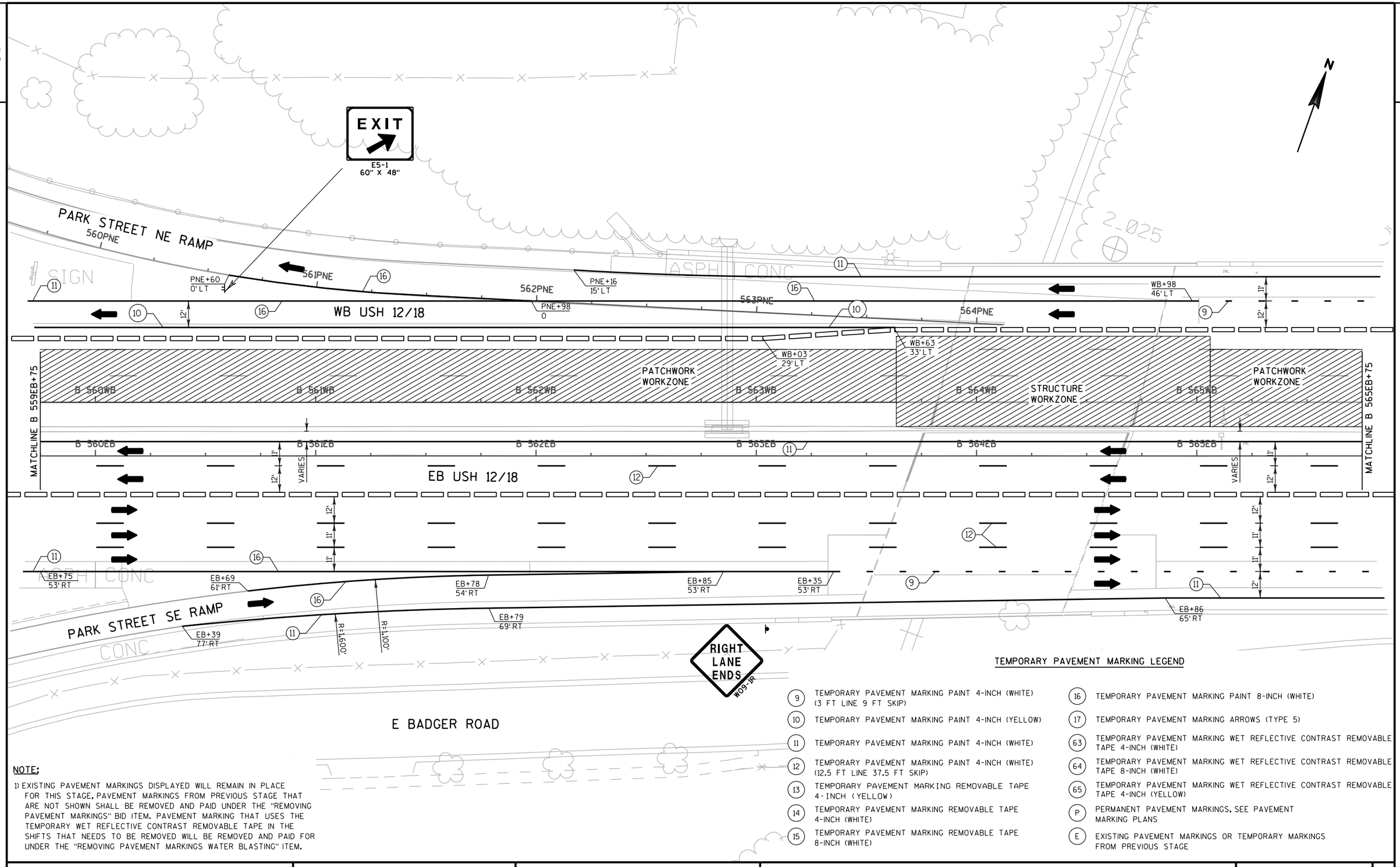


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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 2	SHEET 188	E

2



NOTE:

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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 2	SHEET 189	E

2

TEMPORARY PAVEMENT MARKING LEGEND

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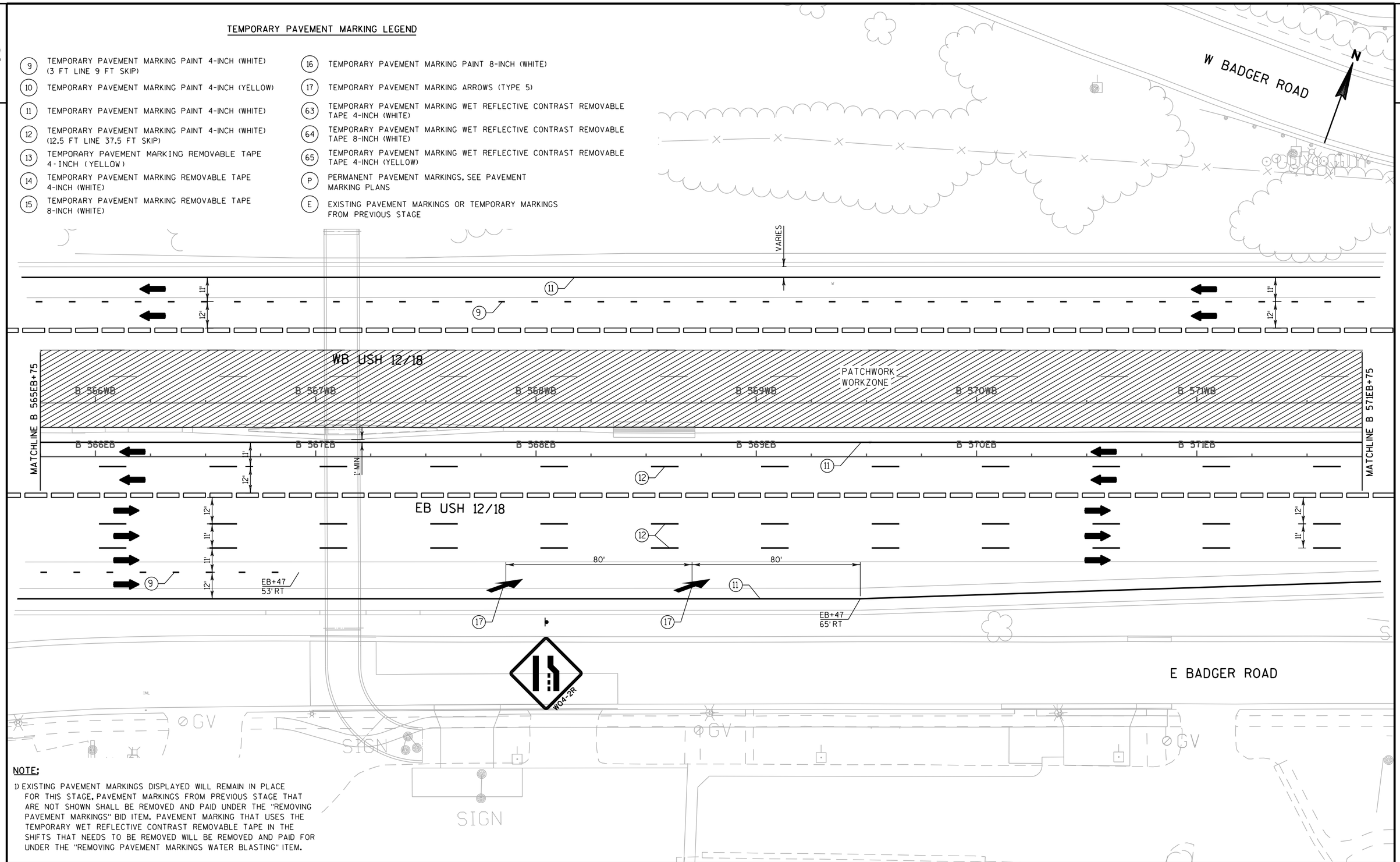
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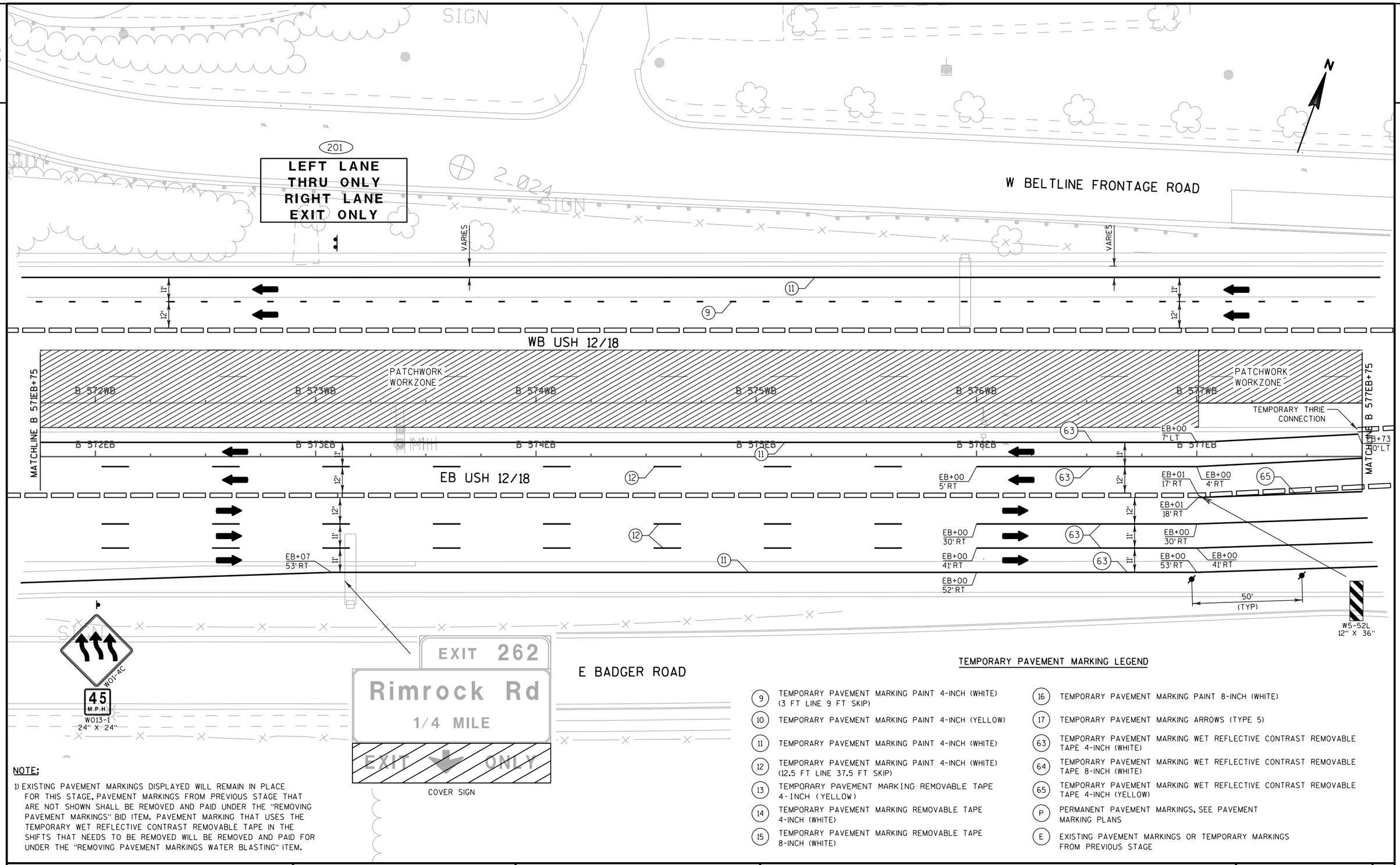


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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 2	SHEET 190	E

2



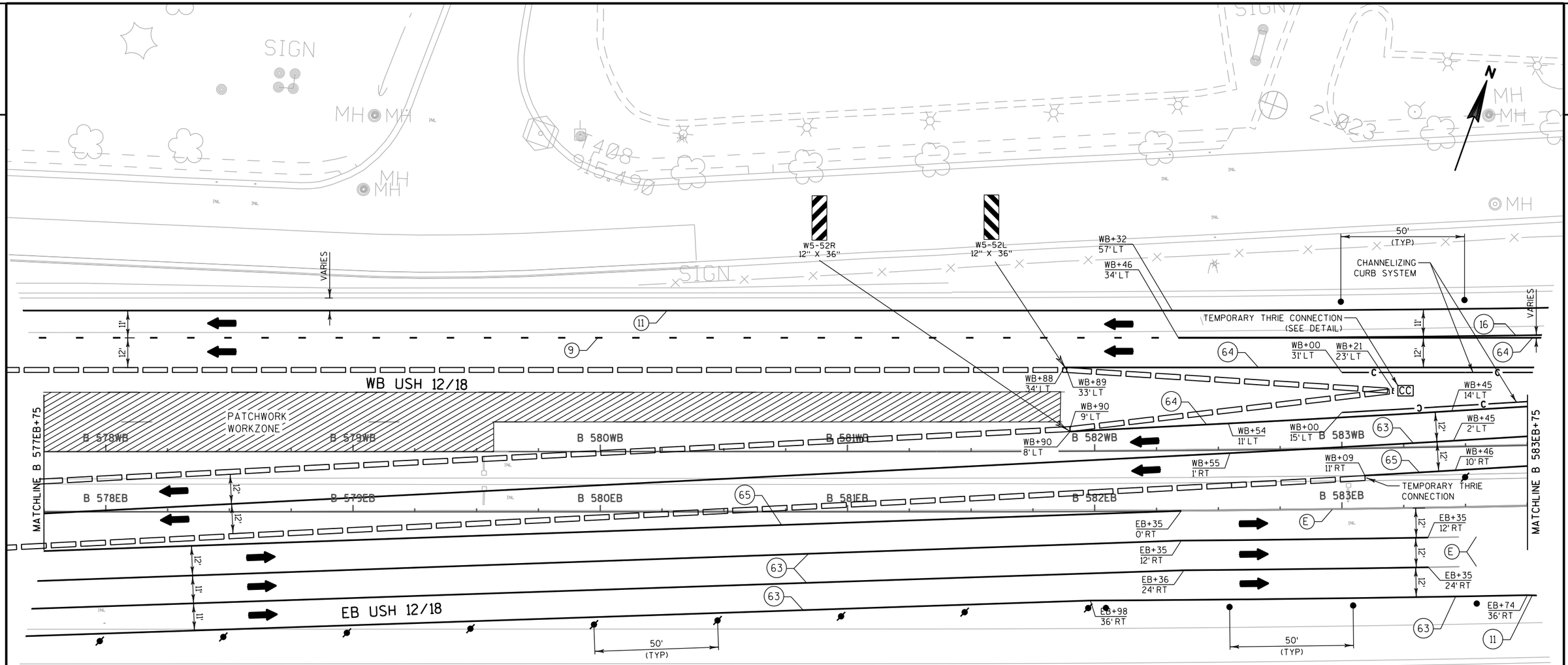
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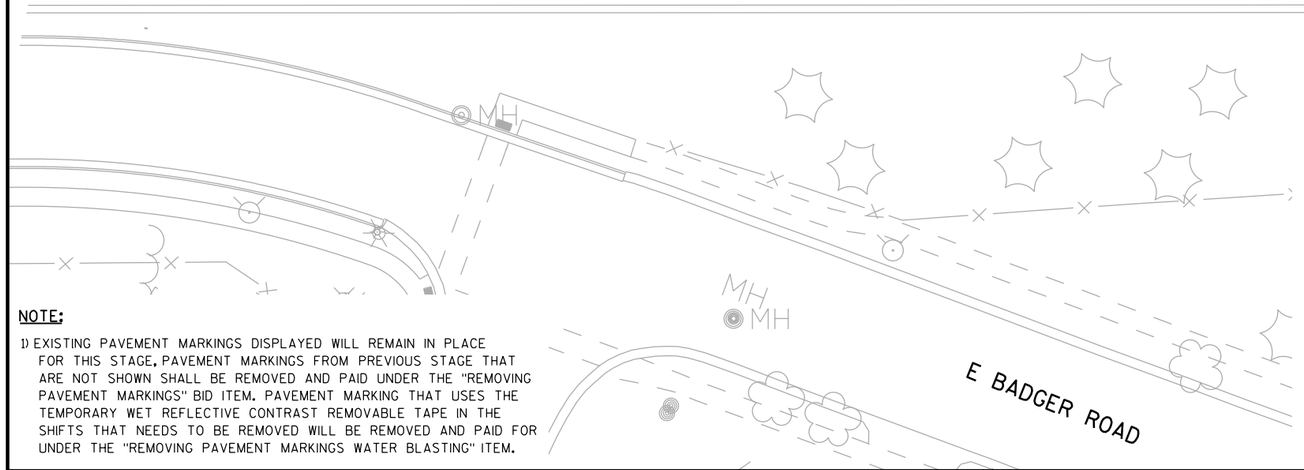
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TEMPORARY PAVEMENT MARKING LEGEND

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14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

2





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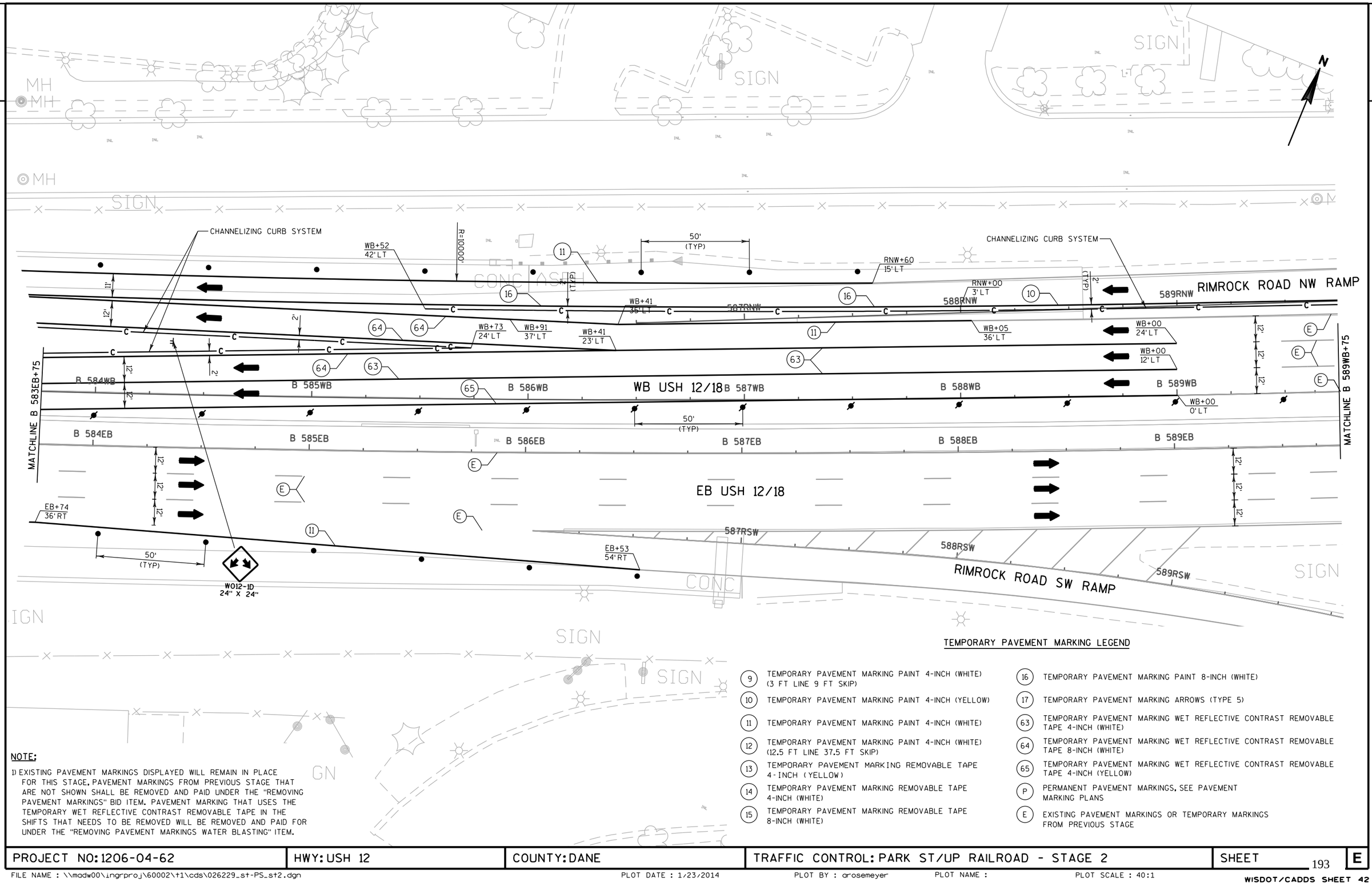
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 2	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\026228_st-PS_st2.dgn PLOT DATE : 1/23/2014 PLOT BY : grosemeyer PLOT NAME : PLOT SCALE : 40:1

2



TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)	16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 2	SHEET 193	E

TEMPORARY PAVEMENT MARKING LEGEND

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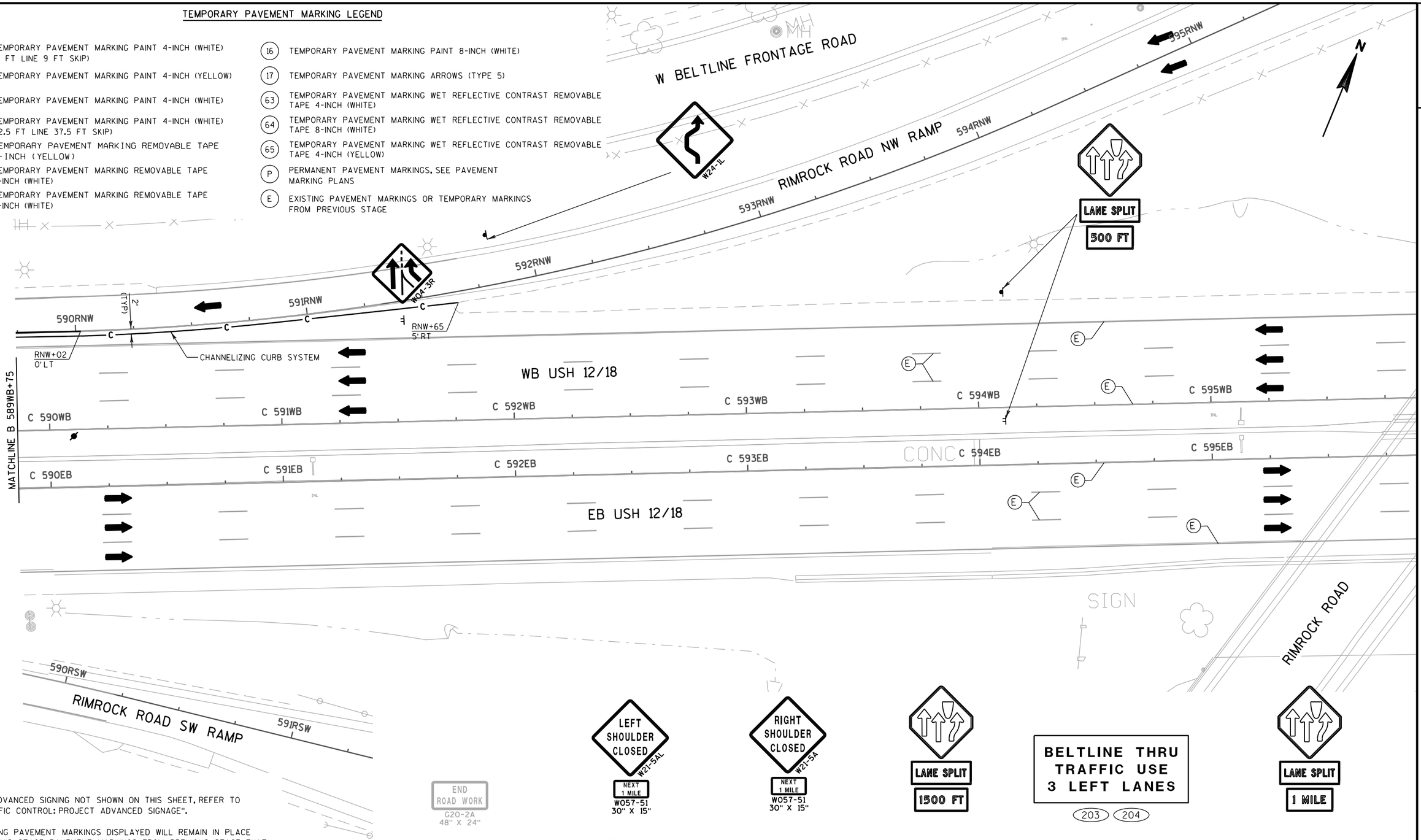
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NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

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SIGN PLACED AT F 132EB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

SIGN PLACED AT C 597WB+50 ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

SIGN PLACED AT C 597WB+50 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER

SIGN PLACED AT C 604WB+00 ON TEMPORARY SUPPORT(S) ON THE INSIDE AND OUTSIDE SHOULDERS

SIGN PLACED AT C 614WB+00 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

SIGN PLACED AT E 642WB+00 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 2	SHEET 194	E

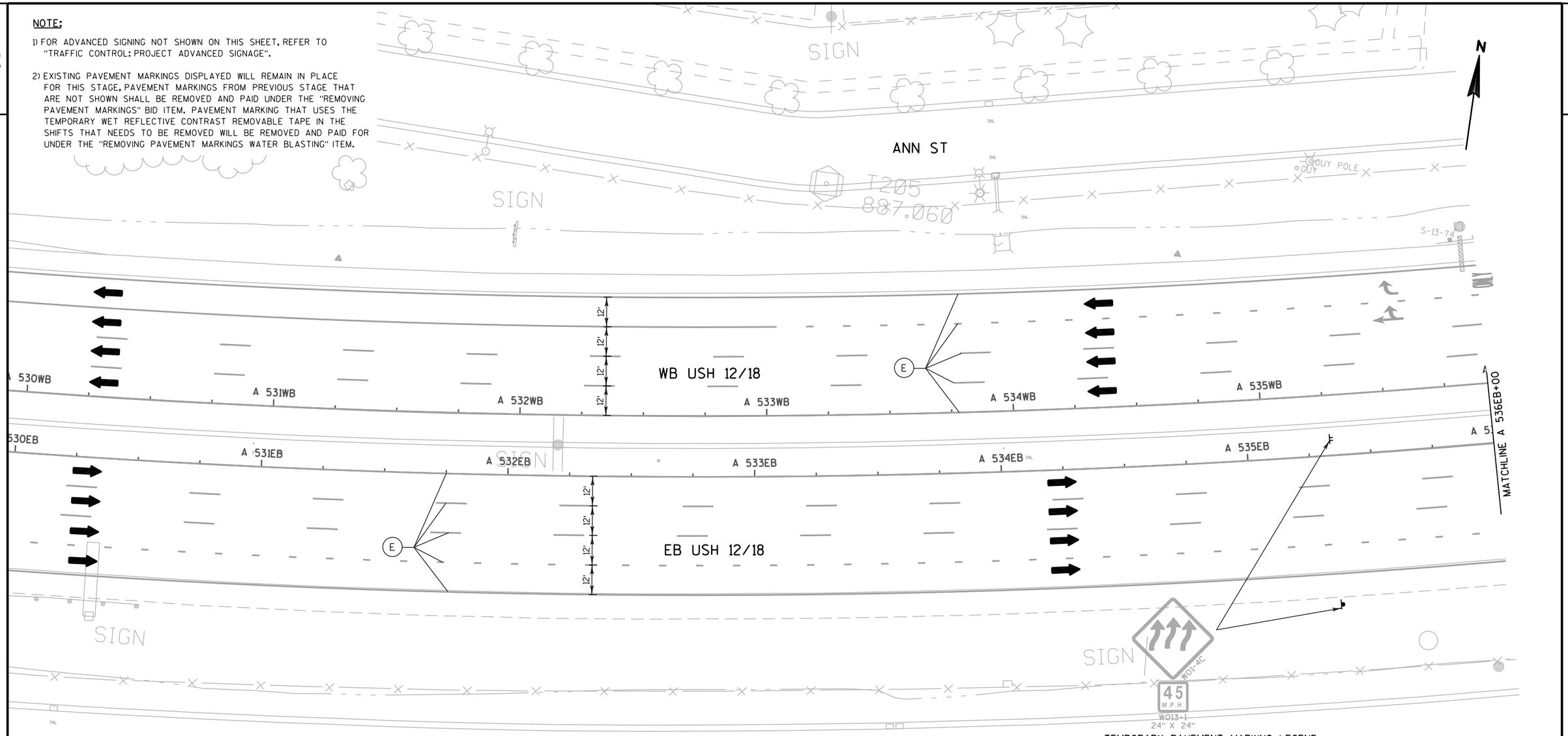
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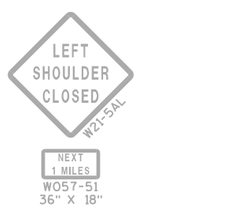
2

NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

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SIGN(S) PLACED IN PREVIOUS STAGE AT 519EB+50 ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

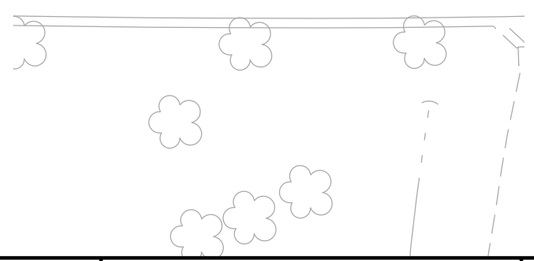


SIGN(S) PLACED IN PREVIOUS STAGE AT 519EB+50 ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



SIGN PLACED AT 514WB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

APPLEGATE ROAD

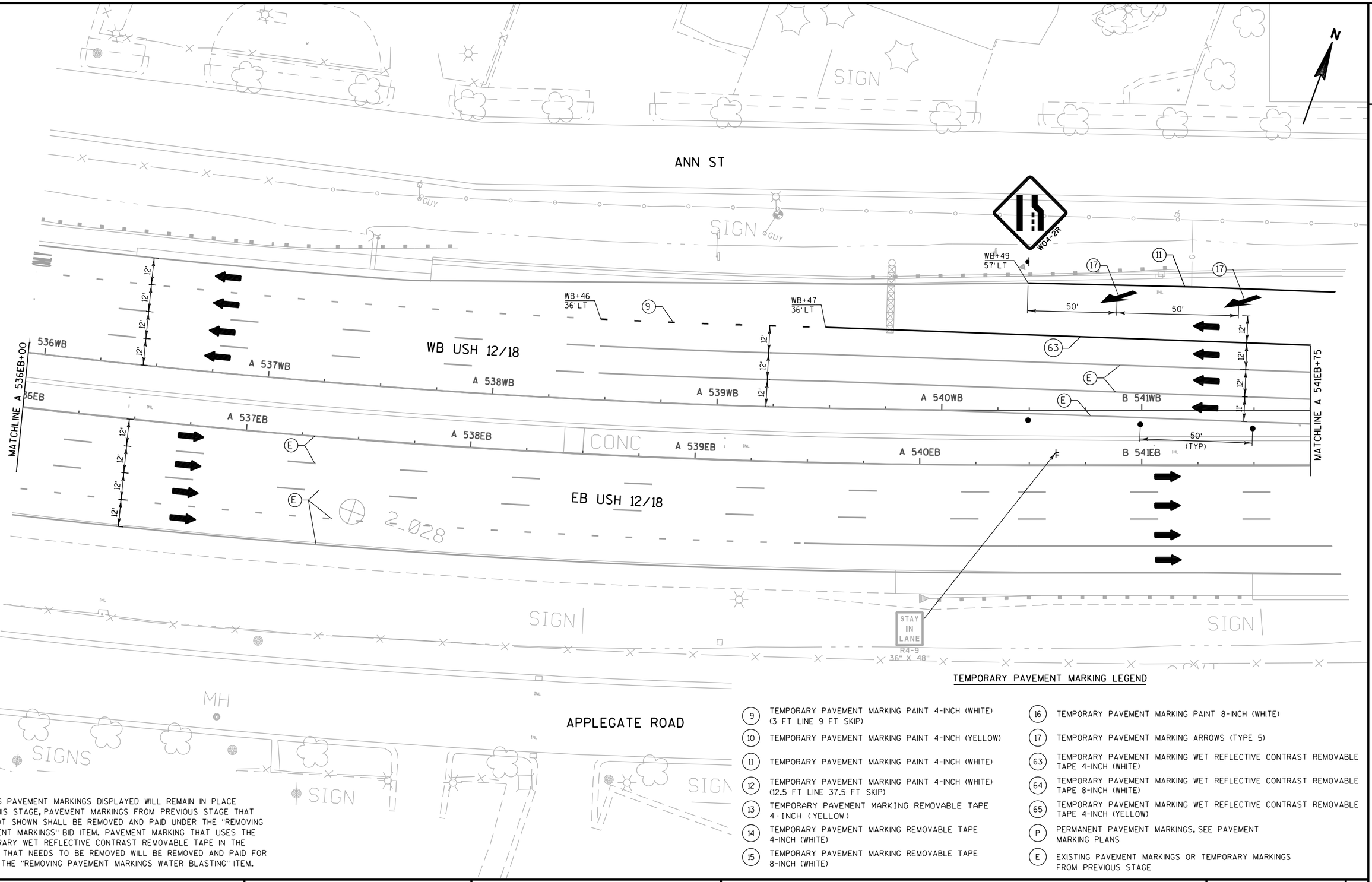


TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
64	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 3	SHEET 195	E

2



NOTE:

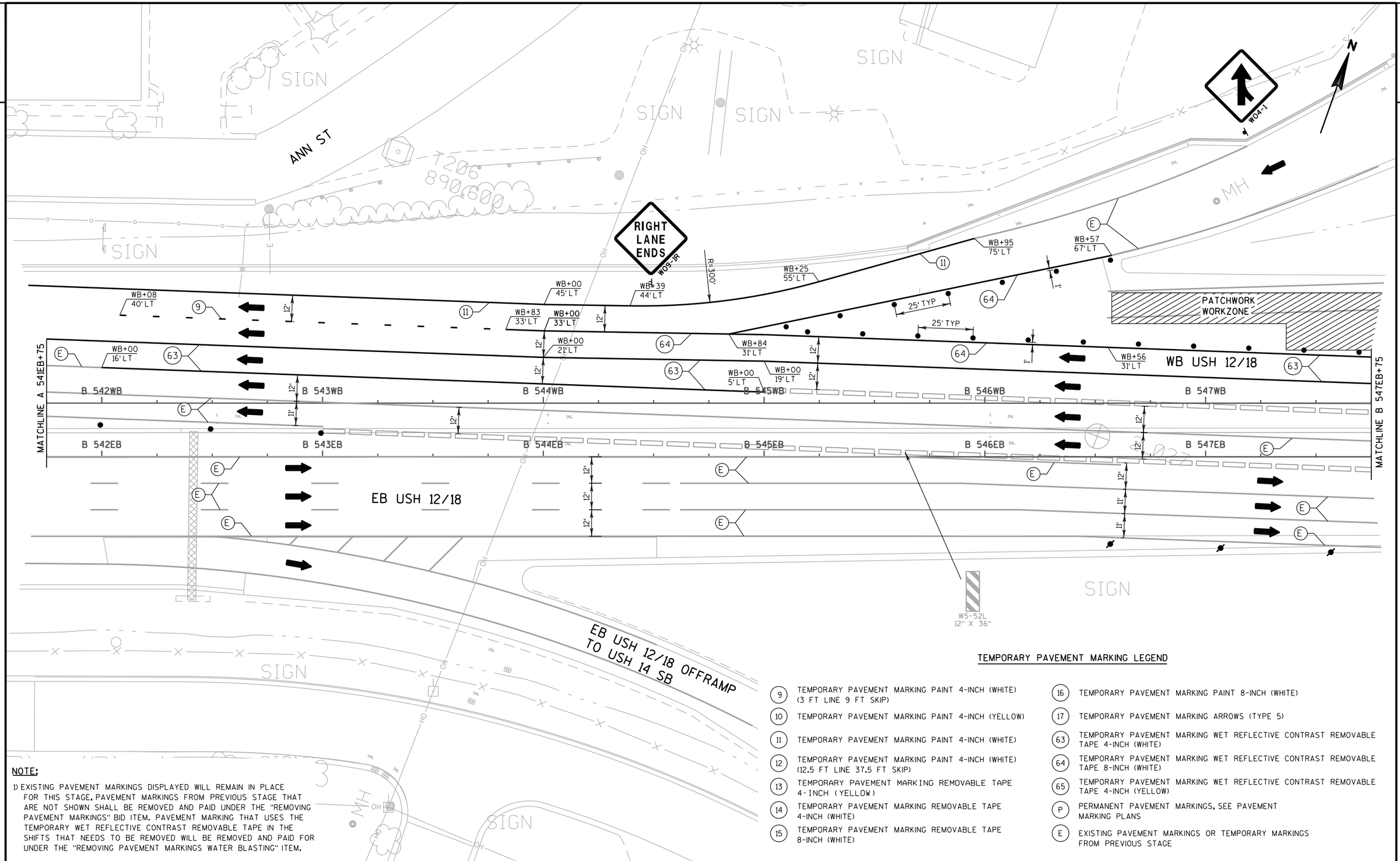
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TEMPORARY PAVEMENT MARKING LEGEND

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65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 3	SHEET 196	E

2



NOTE:

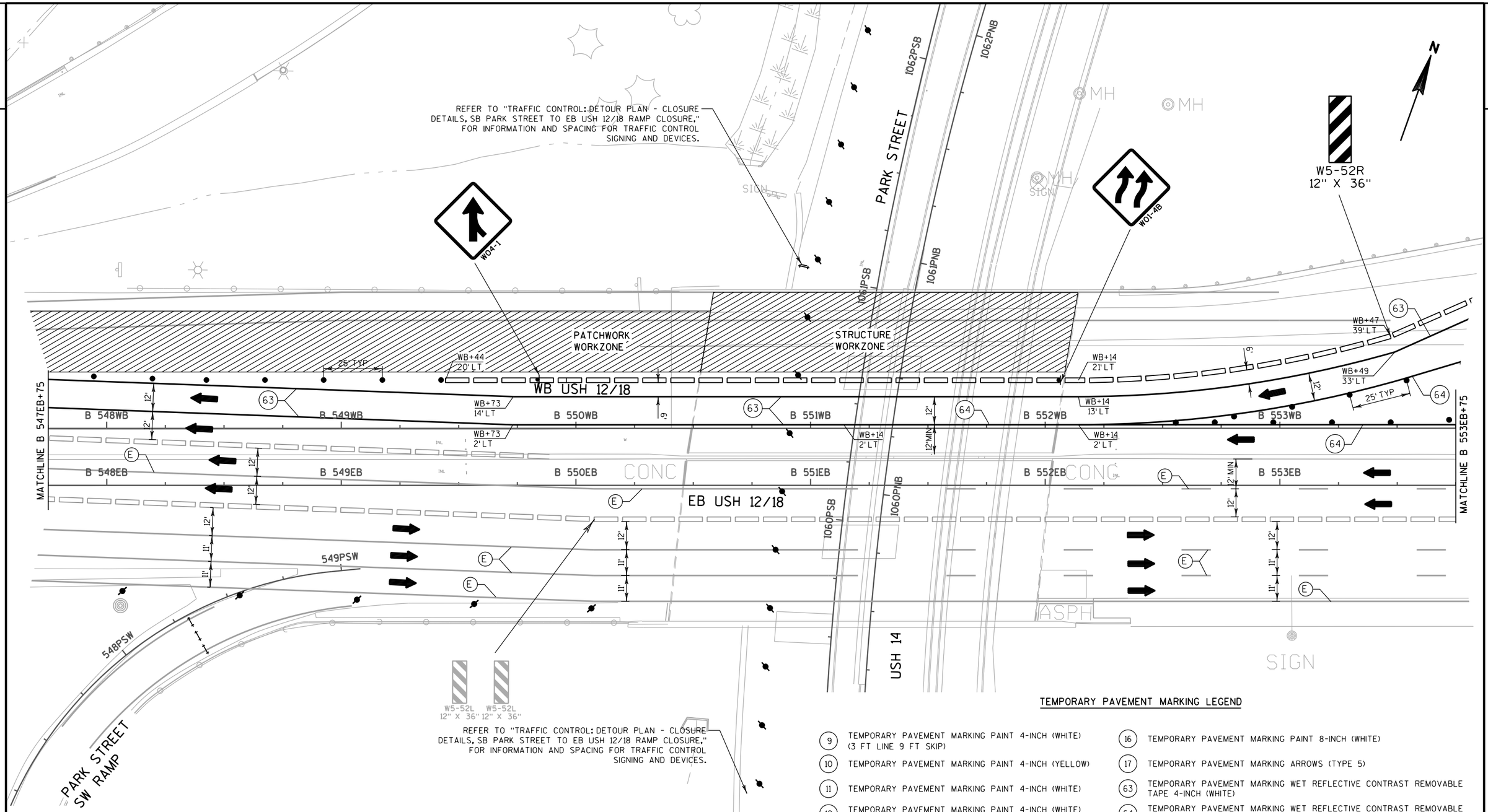
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TEMPORARY PAVEMENT MARKING LEGEND

(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
(10)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
(11)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
(12)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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(17)	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
(63)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
(64)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
(65)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 3	SHEET 197	E

2



NOTE:

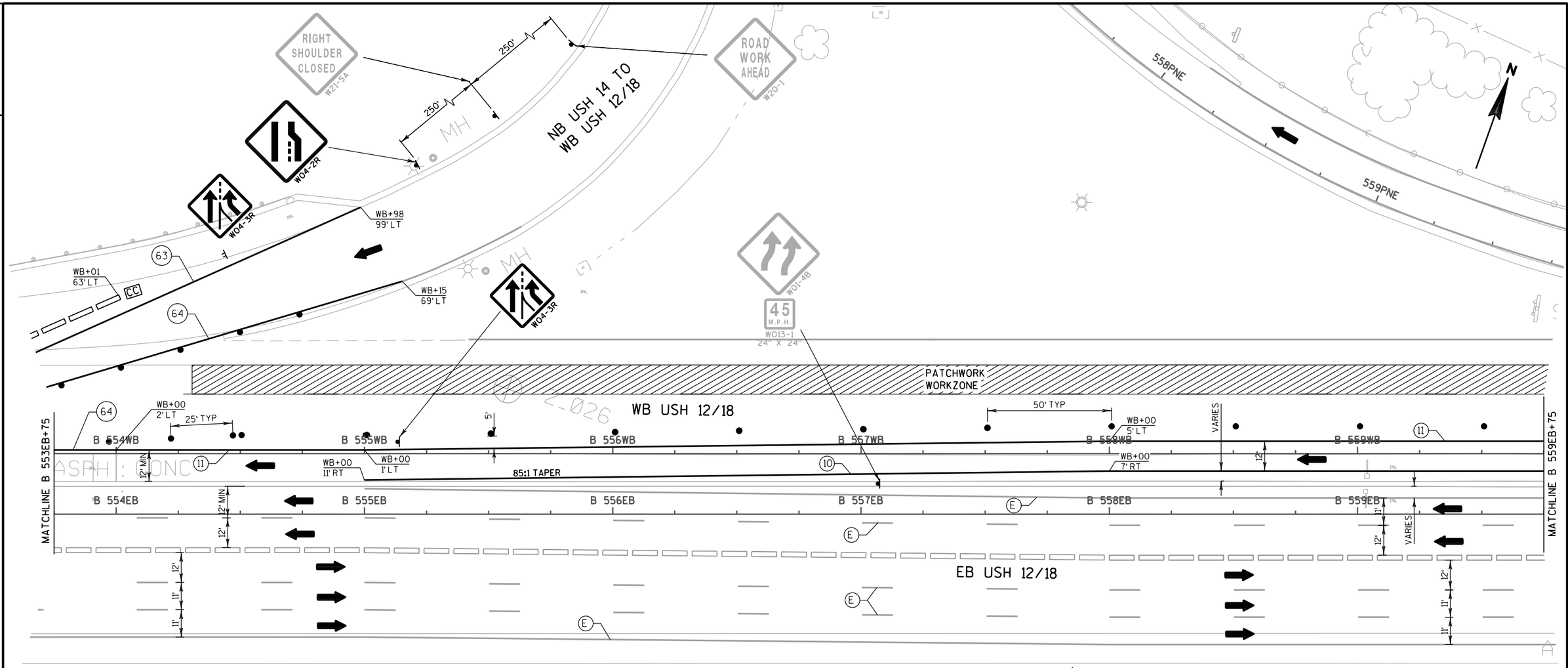
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- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 3	SHEET 198	E

2



SIGN

TEMPORARY PAVEMENT MARKING LEGEND

(9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)

(10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)

(11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)

(12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)

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(14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

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(16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)

(17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)

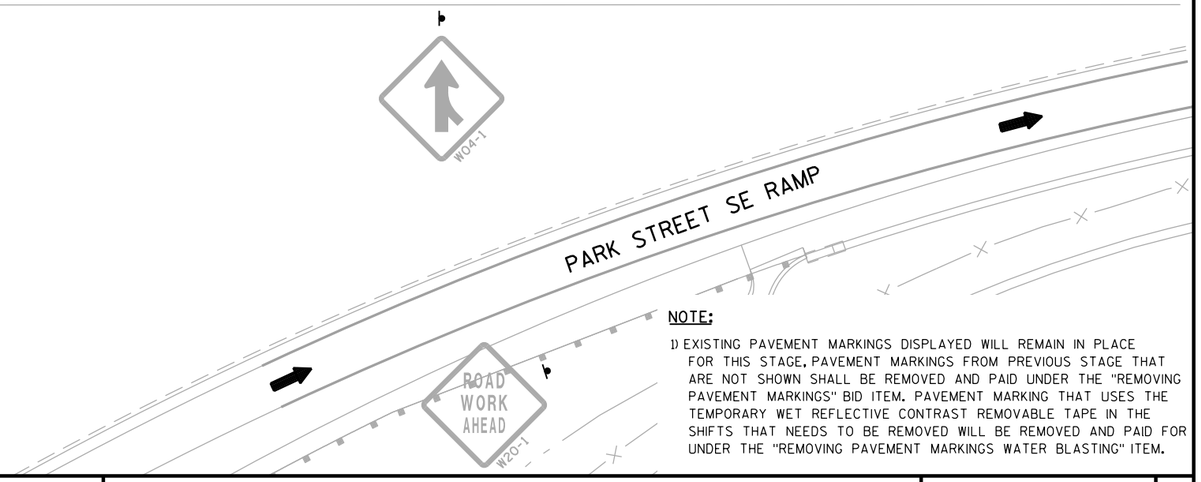
(63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)

(64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)

(65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)

(P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS

(E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

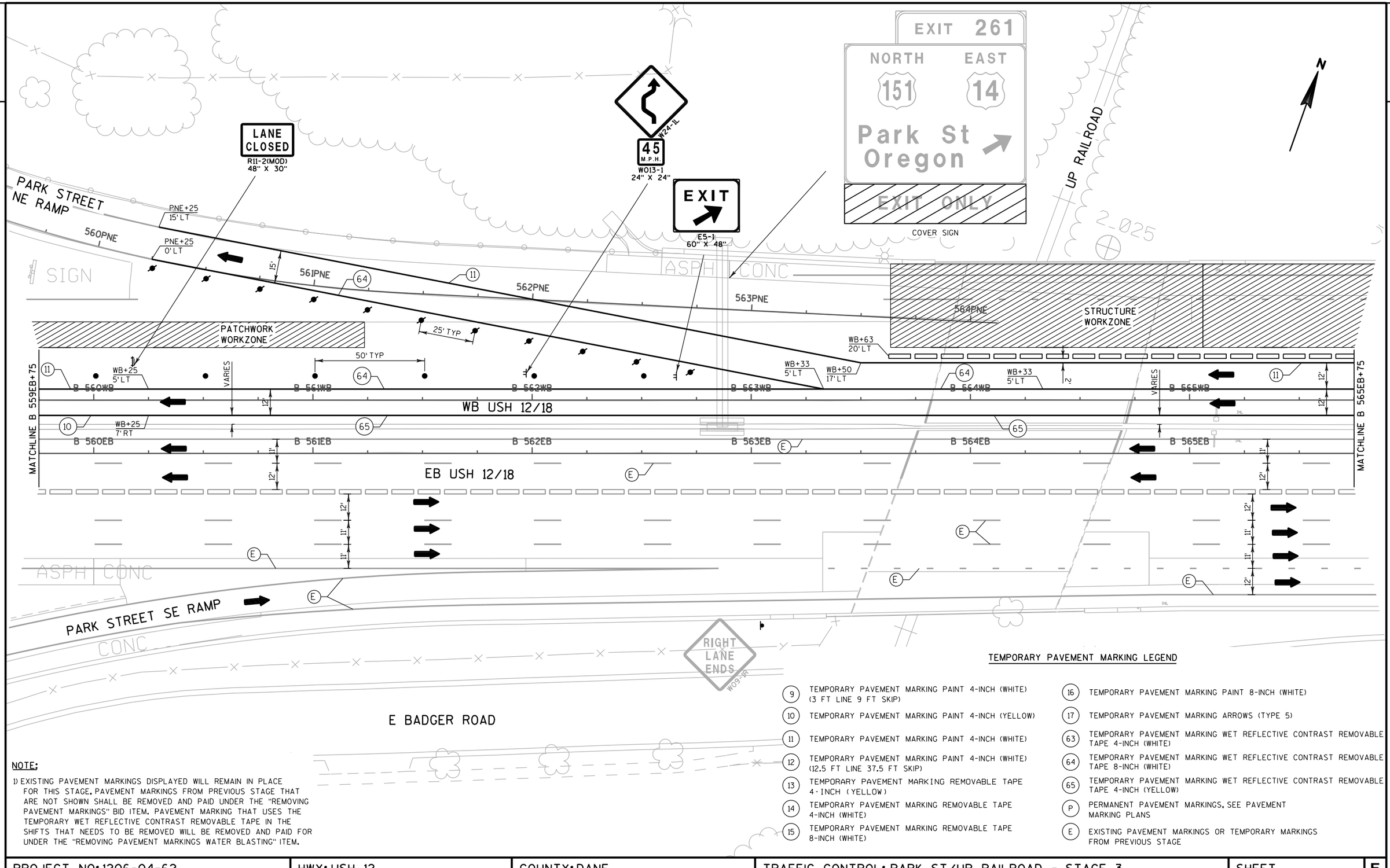


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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 3	SHEET 199	E

2



NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

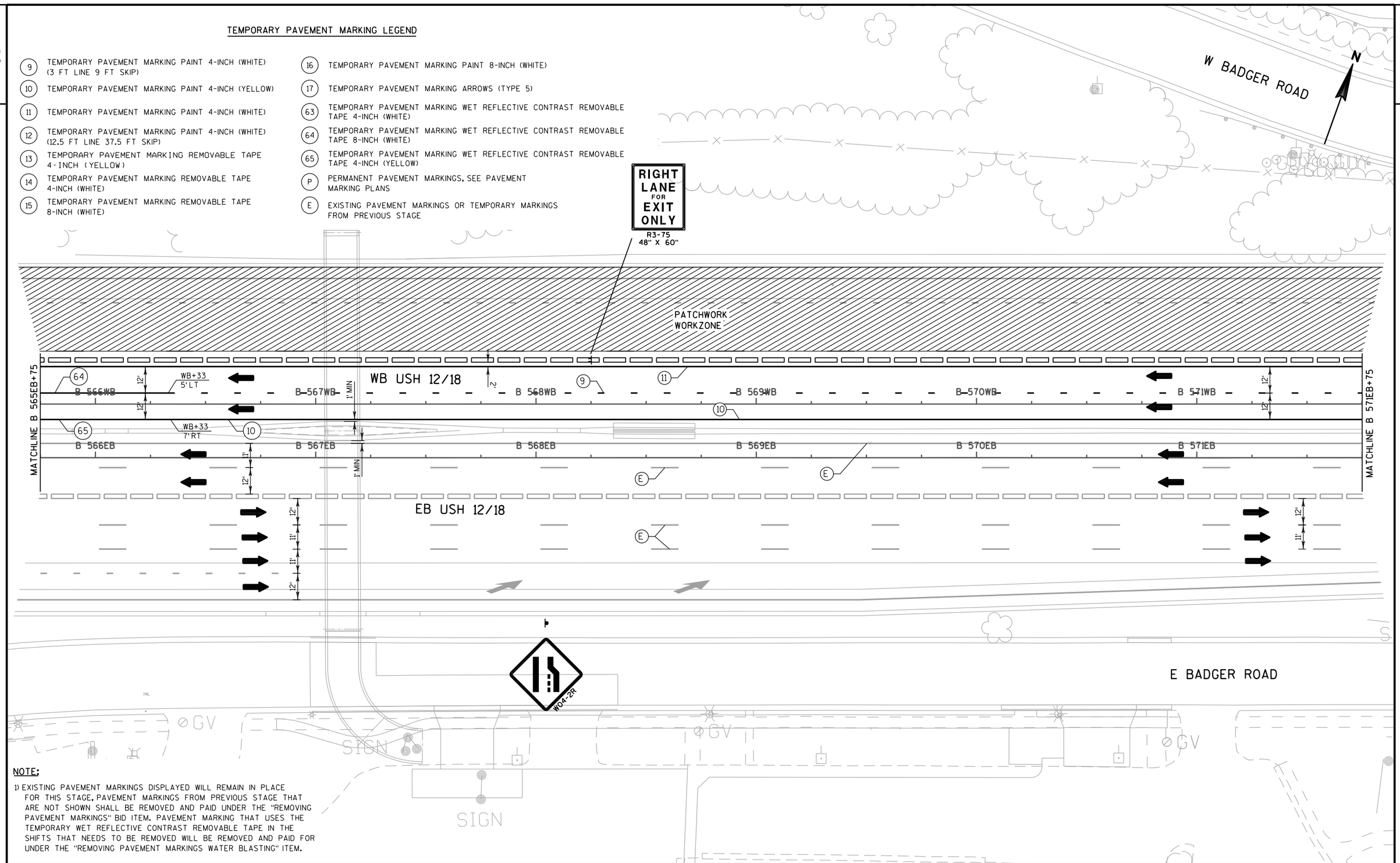
TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS. SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 3	SHEET 200	E

TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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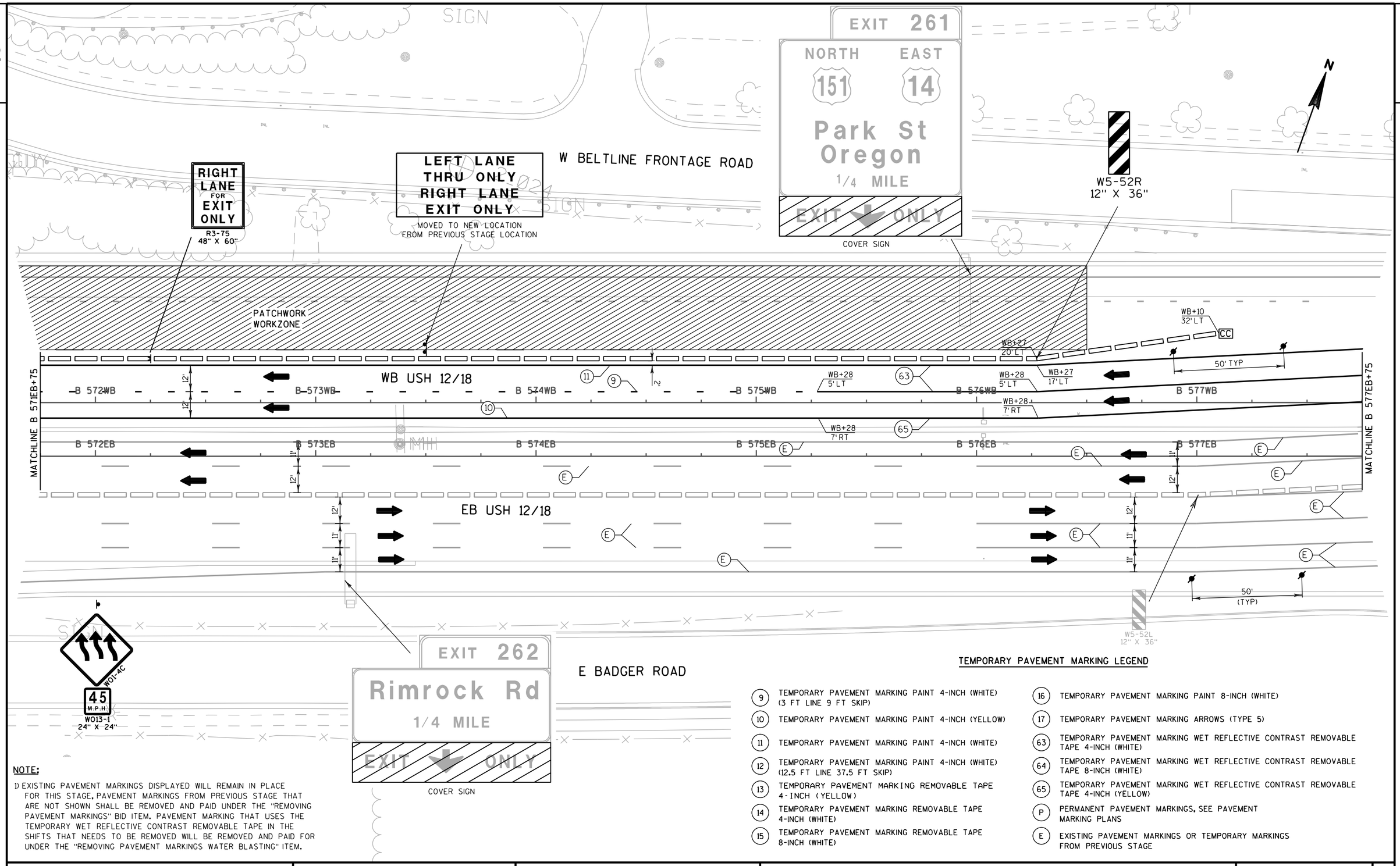


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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 3	SHEET 201 E

2



NOTE:

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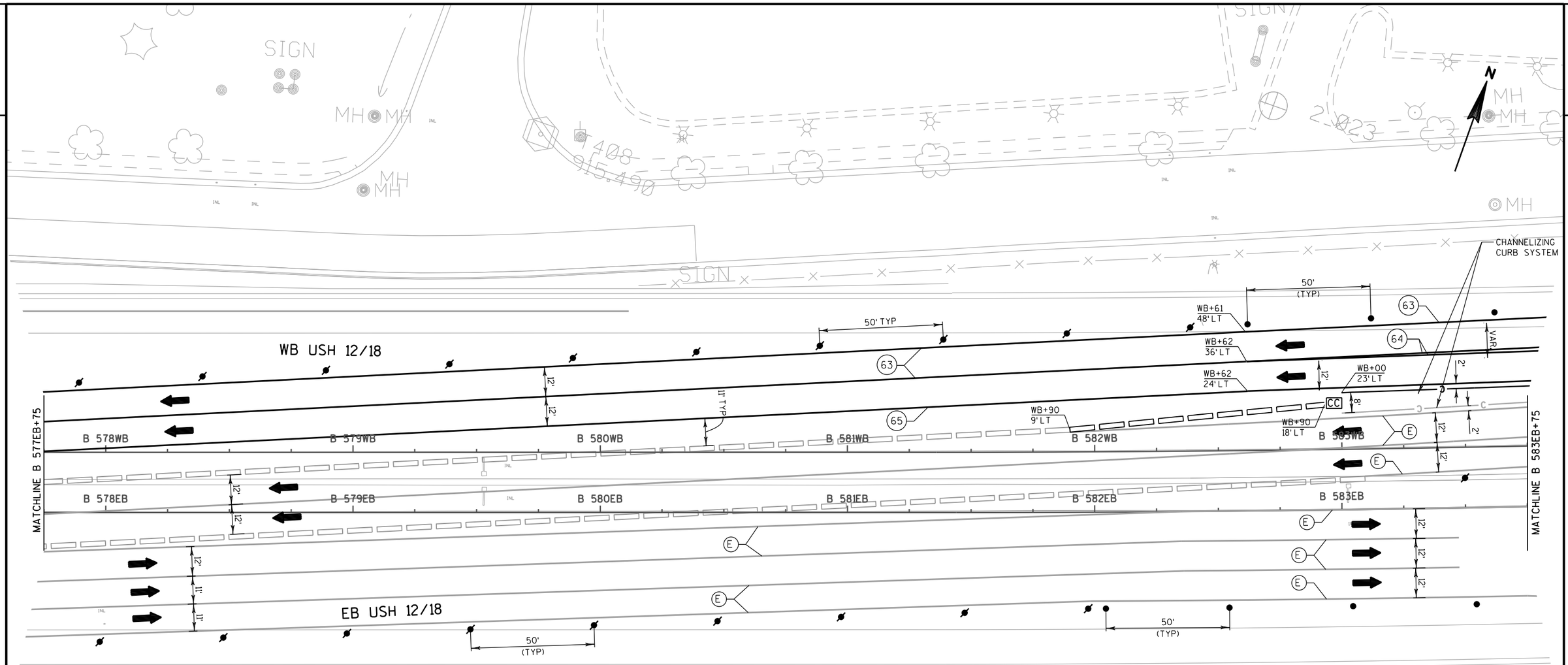
TEMPORARY PAVEMENT MARKING LEGEND

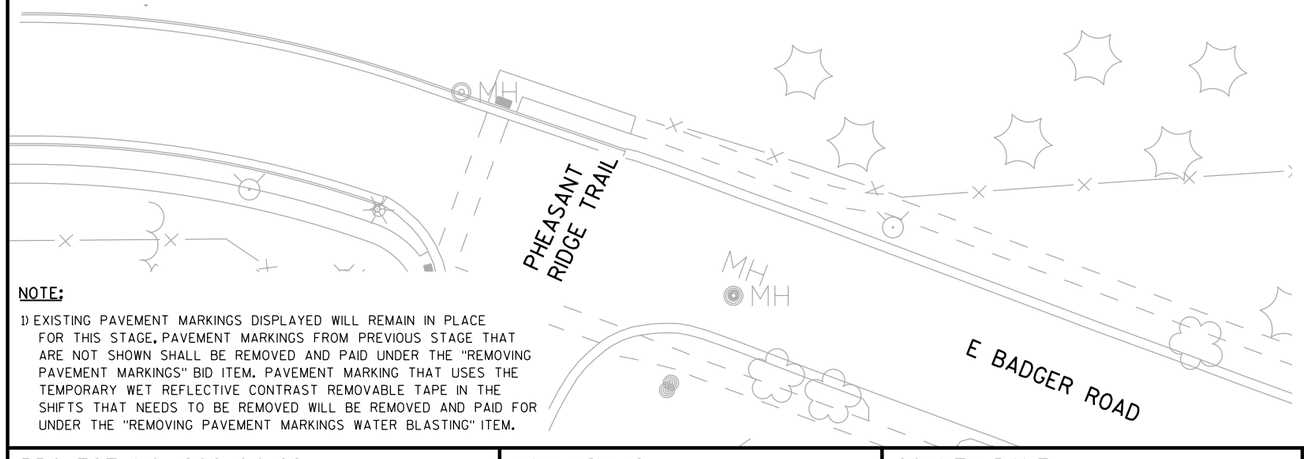
(9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)	(16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
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(11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)	(63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
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(13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	(65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	(P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	(E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 3	SHEET	E

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NOTE:

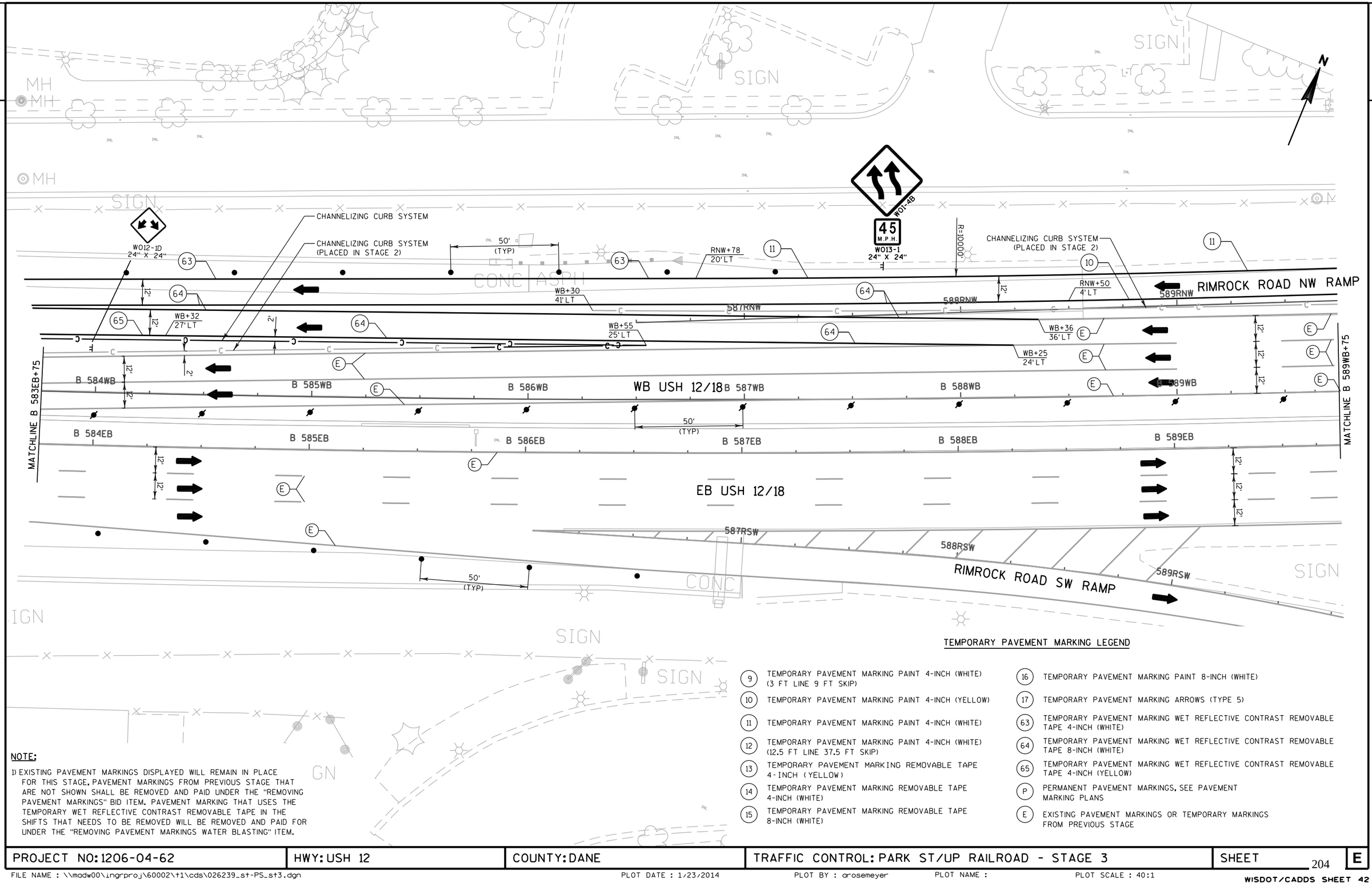
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TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 3	SHEET 203	E

2



NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
- (63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- (64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 3	SHEET 204	E

TEMPORARY PAVEMENT MARKING LEGEND

(9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)

(10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)

(11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)

(12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)

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(14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

(15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)

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(17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)

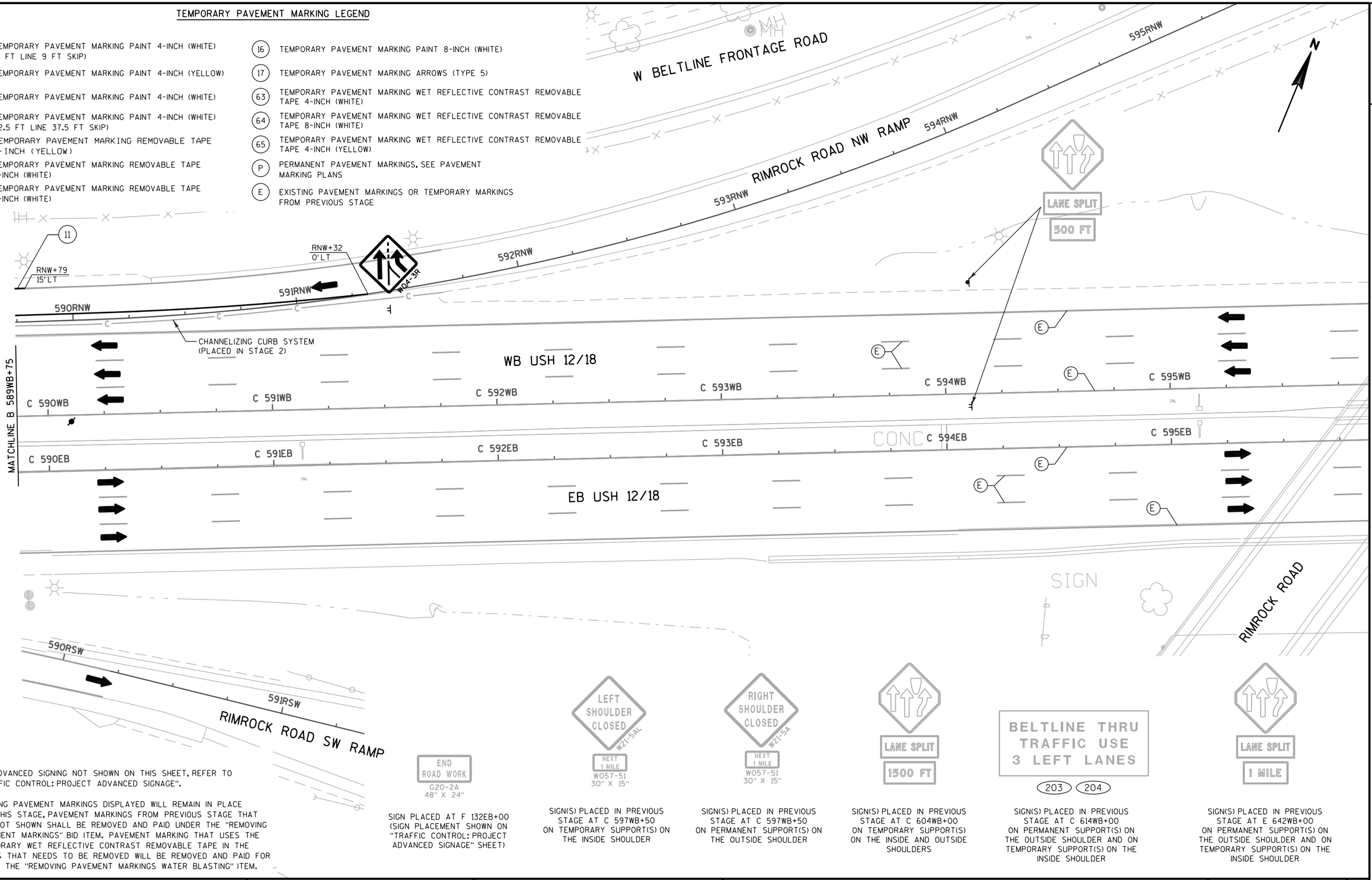
(63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)

(64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)

(65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)

(P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS

(E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE



NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

2) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE, PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

SIGN PLACED AT F 132EB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

SIGN(S) PLACED IN PREVIOUS STAGE AT C 597WB+50 ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

SIGN(S) PLACED IN PREVIOUS STAGE AT C 597WB+50 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER

SIGN(S) PLACED IN PREVIOUS STAGE AT C 604WB+00 ON TEMPORARY SUPPORT(S) ON THE INSIDE AND OUTSIDE SHOULDERS

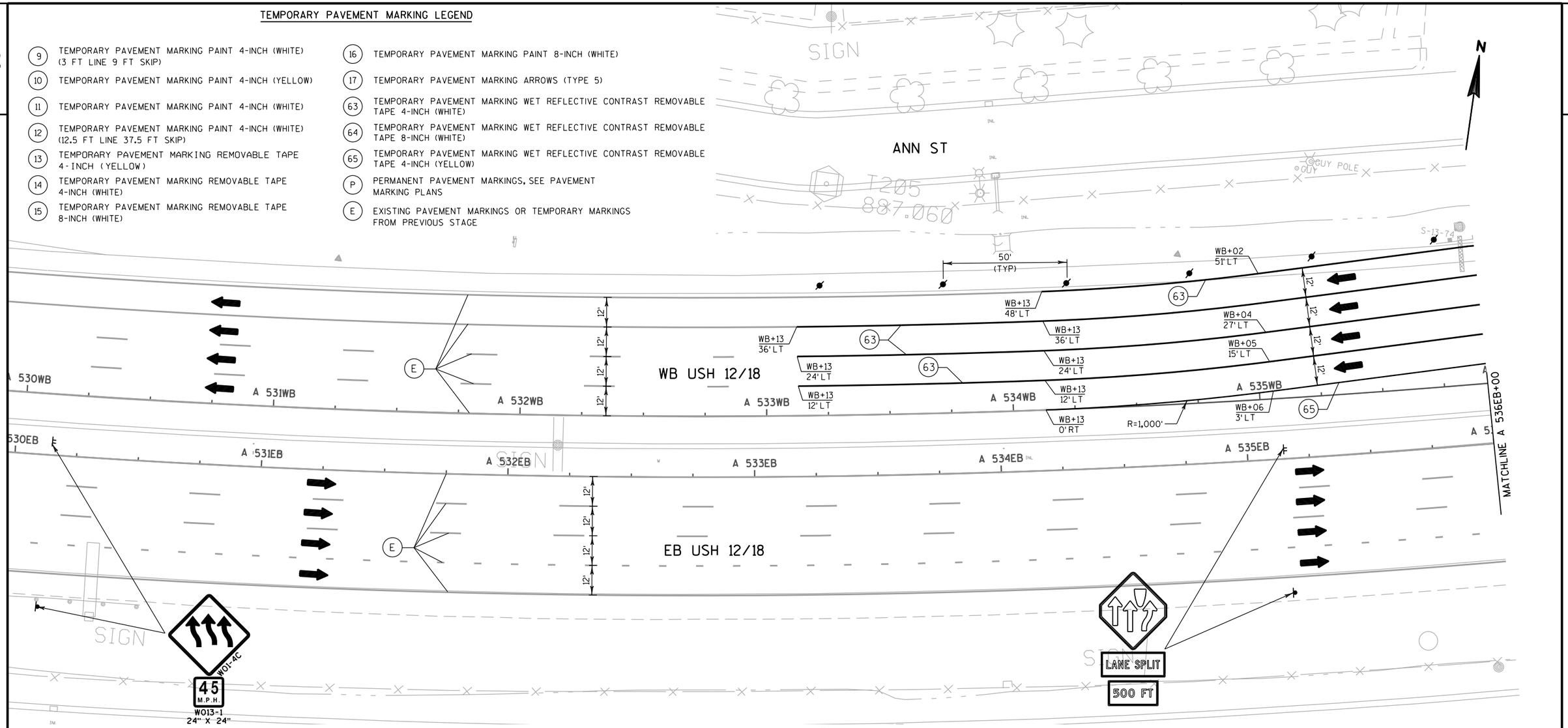
SIGN(S) PLACED IN PREVIOUS STAGE AT C 614WB+00 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

SIGN(S) PLACED IN PREVIOUS STAGE AT E 642WB+00 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 3	SHEET 205	E

TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
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- (16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
- (63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- (64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE





SIGN(S) PLACED AT 487EB+25 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



SIGN(S) PLACED AT 505EB+00 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



SIGN(S) PLACED IN PREVIOUS STAGE AT 519EB+50 ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



SIGN(S) PLACED IN PREVIOUS STAGE AT 519EB+50 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER



SIGN(S) PLACED AT 525EB+00 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

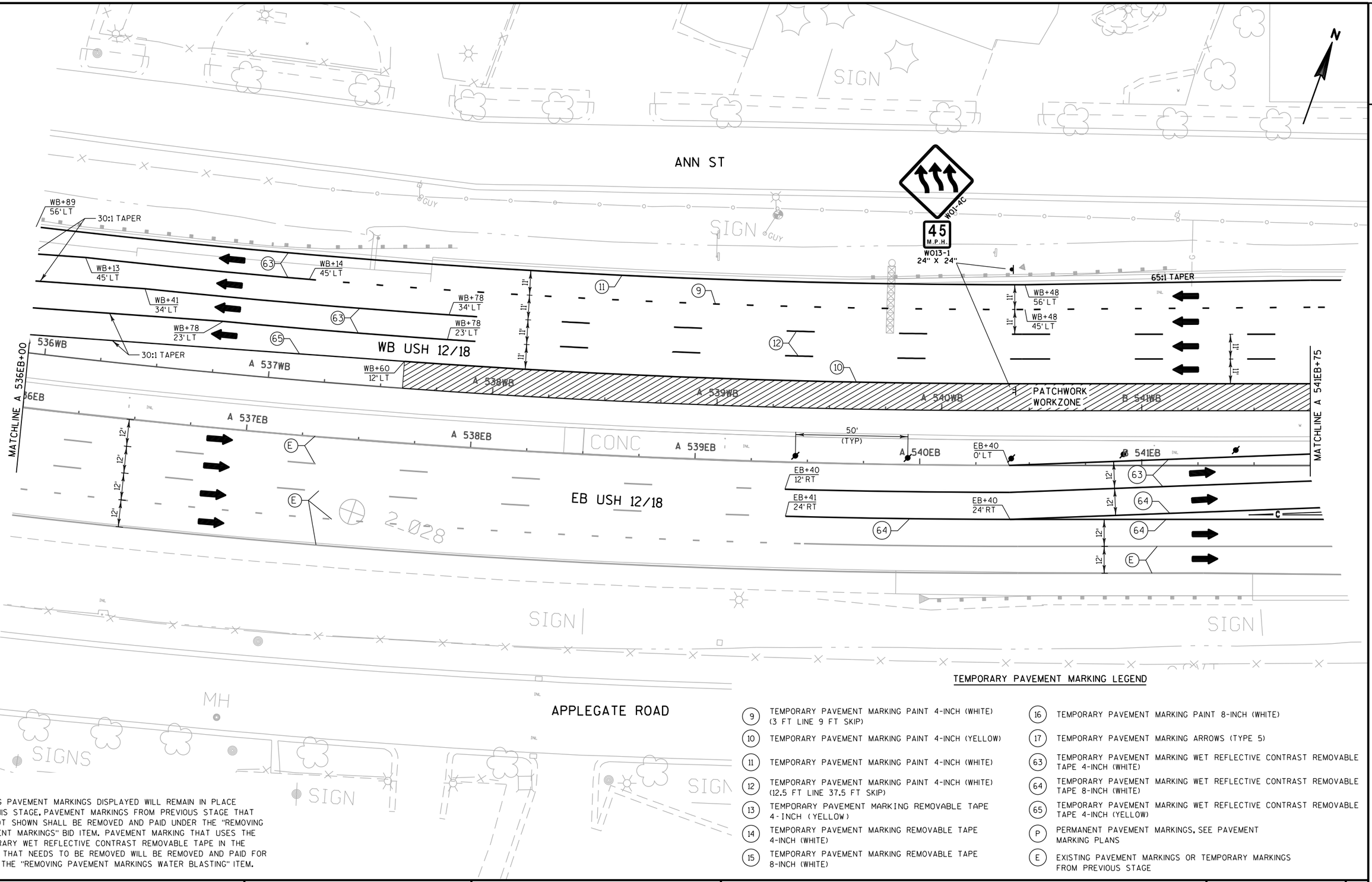


SIGN PLACED AT 514WB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

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NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE, PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

TEMPORARY PAVEMENT MARKING LEGEND

(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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(11)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
(12)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(14)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
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(65)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 4	SHEET 207	E

2

2

ANN ST

SIGN

MH

OH

W04-3R

65:1 TAPER

WB+75
58'LT

WB+75
46'LT

WB+44
58'LT

WB+36
46'LT

WB+95
75'LT

WB+09
57'LT

50' TYP

WB+36
46'LT

WB+00
34'LT

WB+00
23'LT

WB USH 12/18

TEMPORARY THRIE
CONNECTION

B 542WB

B 543WB

B 544WB

B 545WB

PATCHWORK
WORKZONE

B 546WB

B 547WB

MATCHLINE A 541EB+75

MATCHLINE B 547EB+75

50'
(TYP)

EB+28
12'LT

EB+28
11'LT

B 542EB

B 543EB

B 544EB

B 545EB

B 546EB

B 547EB

28:1 TAPER

EB+97
19'RT

EB+80
11'RT

EB+80
12'RT

EB+42
24'RT

EB+75
24'RT

EB USH 12/18

EB+42
36'RT

EB+40
36'RT

TEMPORARY THRIE
CONNECTION (SEE DETAILS)

CHANNELIZING CURB SYSTEM

W012-1D
24" X 24"

W5-52R
12" X 36"

W01-4R

W04-1

EB USH 12/18 OFFRAMP
TO USH 14 SB

NOTE:

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TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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P	PERMANENT PAVEMENT MARKINGS. SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 4	SHEET 208	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\026242_st-PS_st4.dgn PLOT DATE : 1/23/2014 PLOT BY : grosemeyer PLOT NAME : PLOT SCALE : 40:1

TEMPORARY PAVEMENT MARKING LEGEND

(9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)

(10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)

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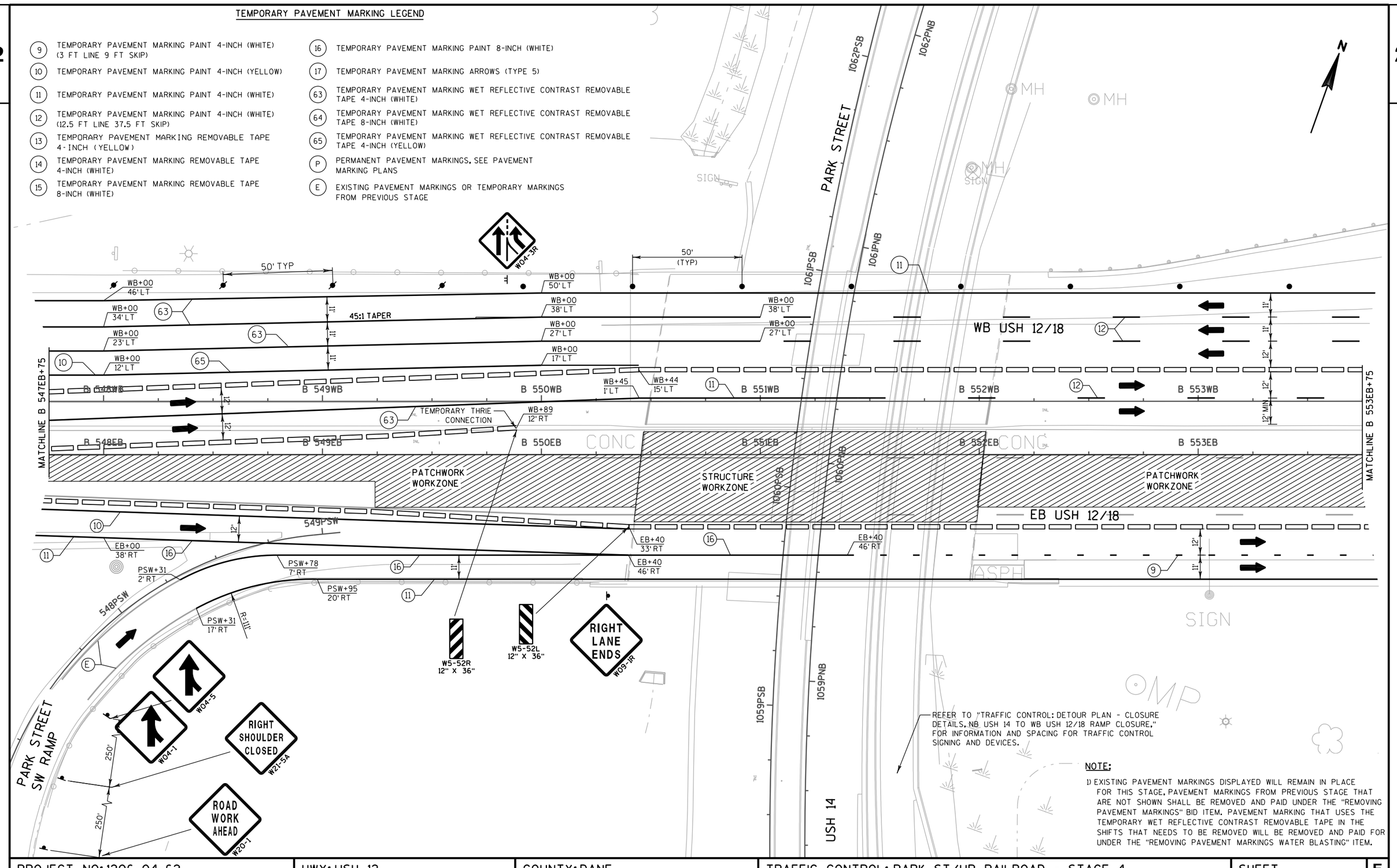
(63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)

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(P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS

(E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE



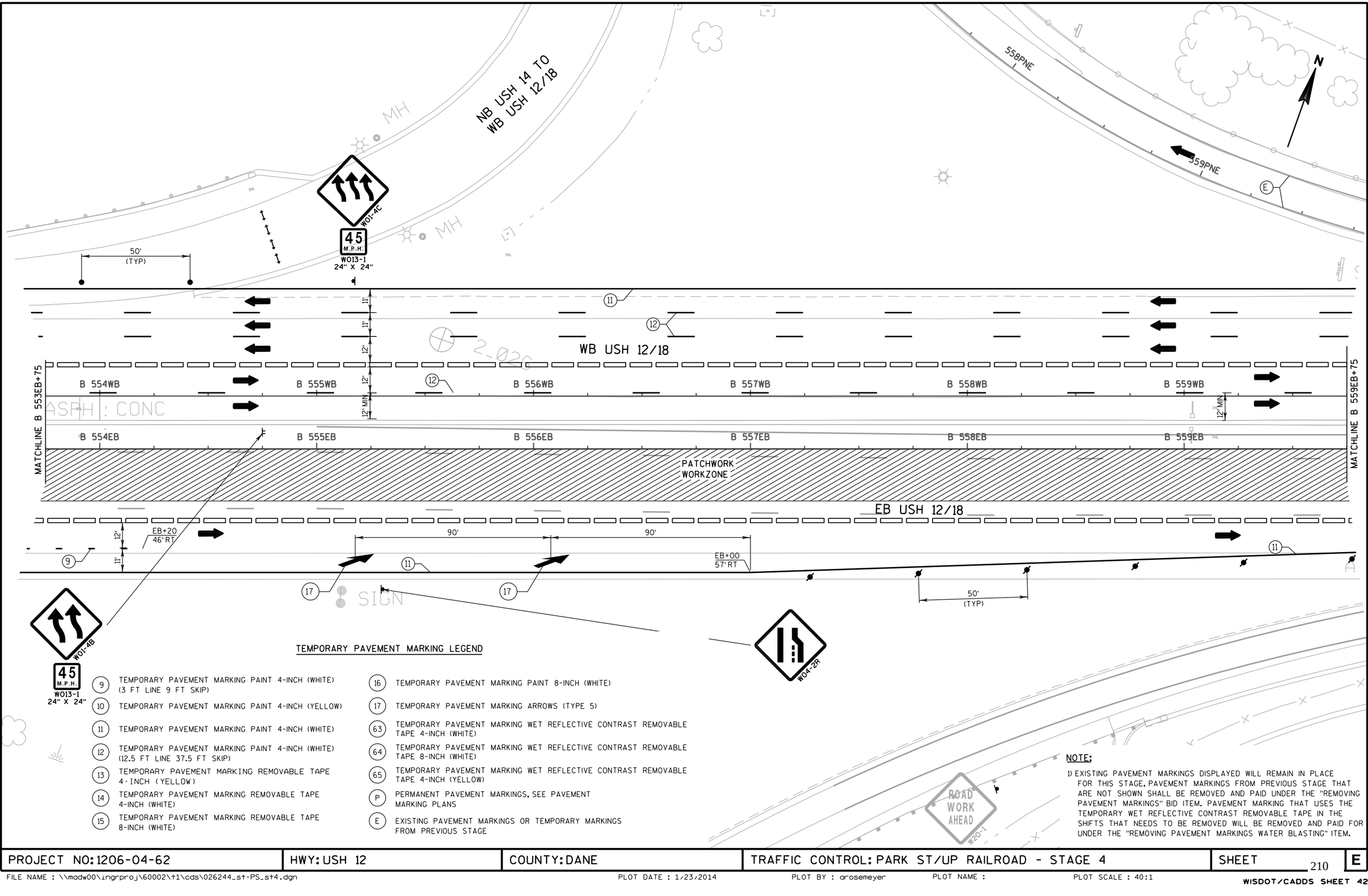
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 4	SHEET E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\026243_st-PS_st4.dgn PLOT DATE : 1/23/2014 PLOT BY : arosemeyer PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2



TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 4	SHEET 210	E

2

EXIT
E5-1
60" X 48"

EXIT 261
NORTH 151
EAST 14
Park St
Oregon
EXIT ONLY
COVER SIGN

PARK STREET NE RAMP

UP RAILROAD

2.025

560PNE
561PNE
562PNE
563PNE
564PNE

WB+75 49'LT
PNE+11 0'LT
WB+57 53'LT
WB+75 42'LT
WB+75 38'LT
WB+75 31'LT
WB+75 27'LT
WB+75 18'LT
WB+75 14'LT
WB+75 5'LT
WB+75 1'LT
WB+75 10'RT

WB USH 12/18

B 560WB
B 561WB
B 562WB
B 563WB
B 564WB
B 565WB

MATCHLINE B 559EB+75

MATCHLINE B 565EB+75

B 560EB
B 561EB
B 562EB
B 563EB
B 564EB
B 565EB

PATCHWORK WORKZONE

STRUCTURE WORKZONE

PATCHWORK WORKZONE

EB+00 33'RT
EB+30 46'RT
EB+100 46'RT
EB+100 39'RT
EB+00 53'RT
EB+00 52.5'RT

50' (TYP)

VAR.

EB USH 12/18

PARK STREET SE RAMP

W04-3R

W04-6

W5-52L
12" X 36"

E BADGER ROAD

W01-4B

45 M.P.H.
W013-1
24" X 24"

TEMPORARY PAVEMENT MARKING LEGEND

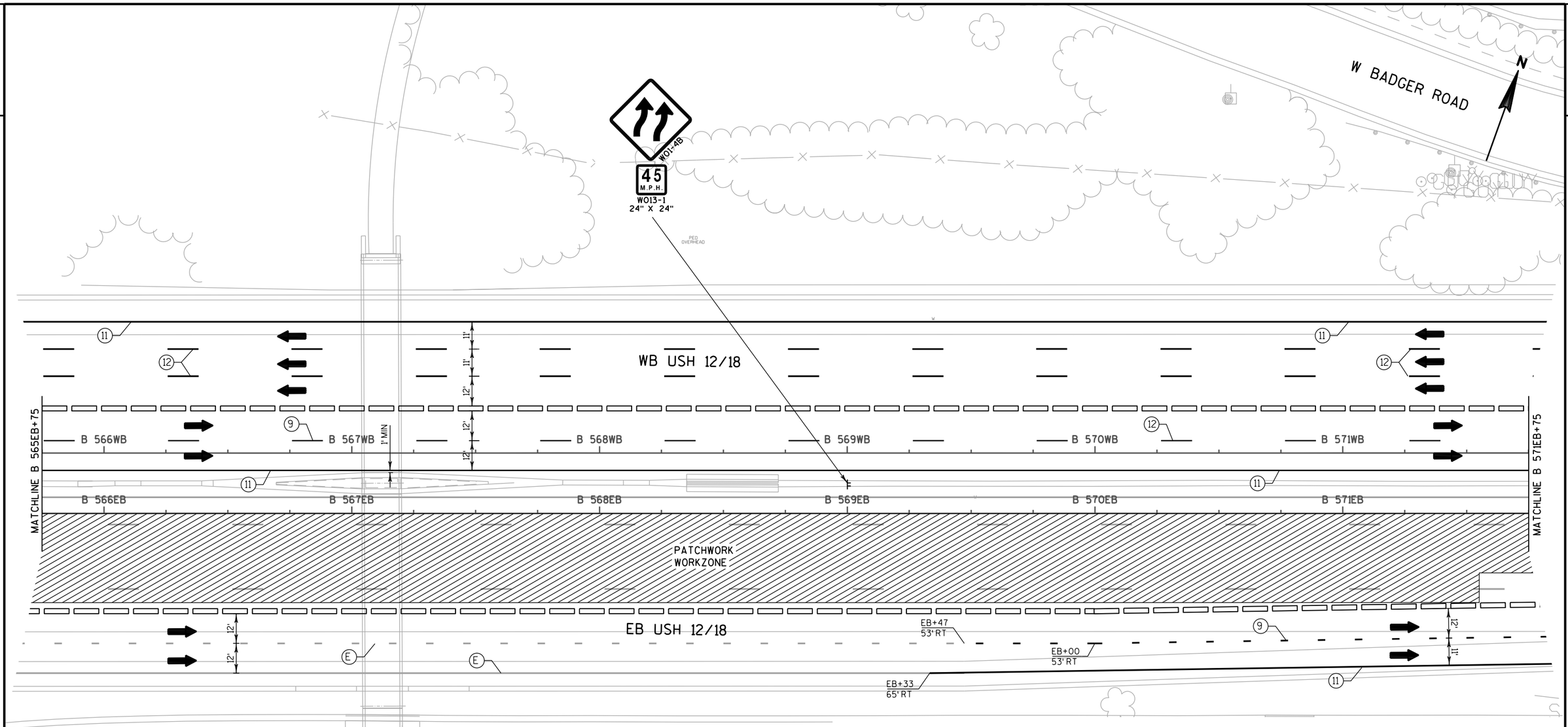
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 4	SHEET 211	E

2



NOTE:

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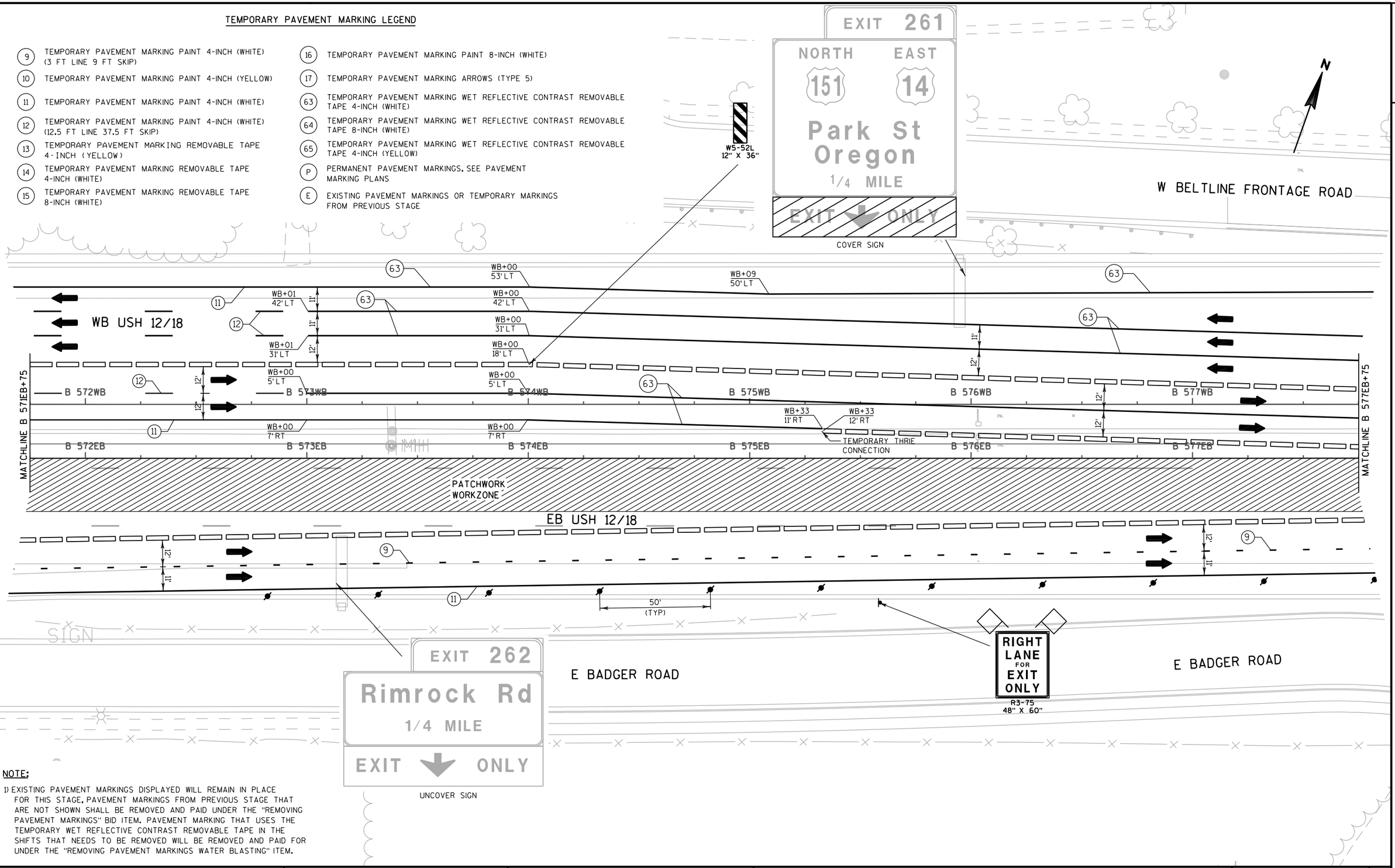
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 4	SHEET 212	E

TEMPORARY PAVEMENT MARKING LEGEND

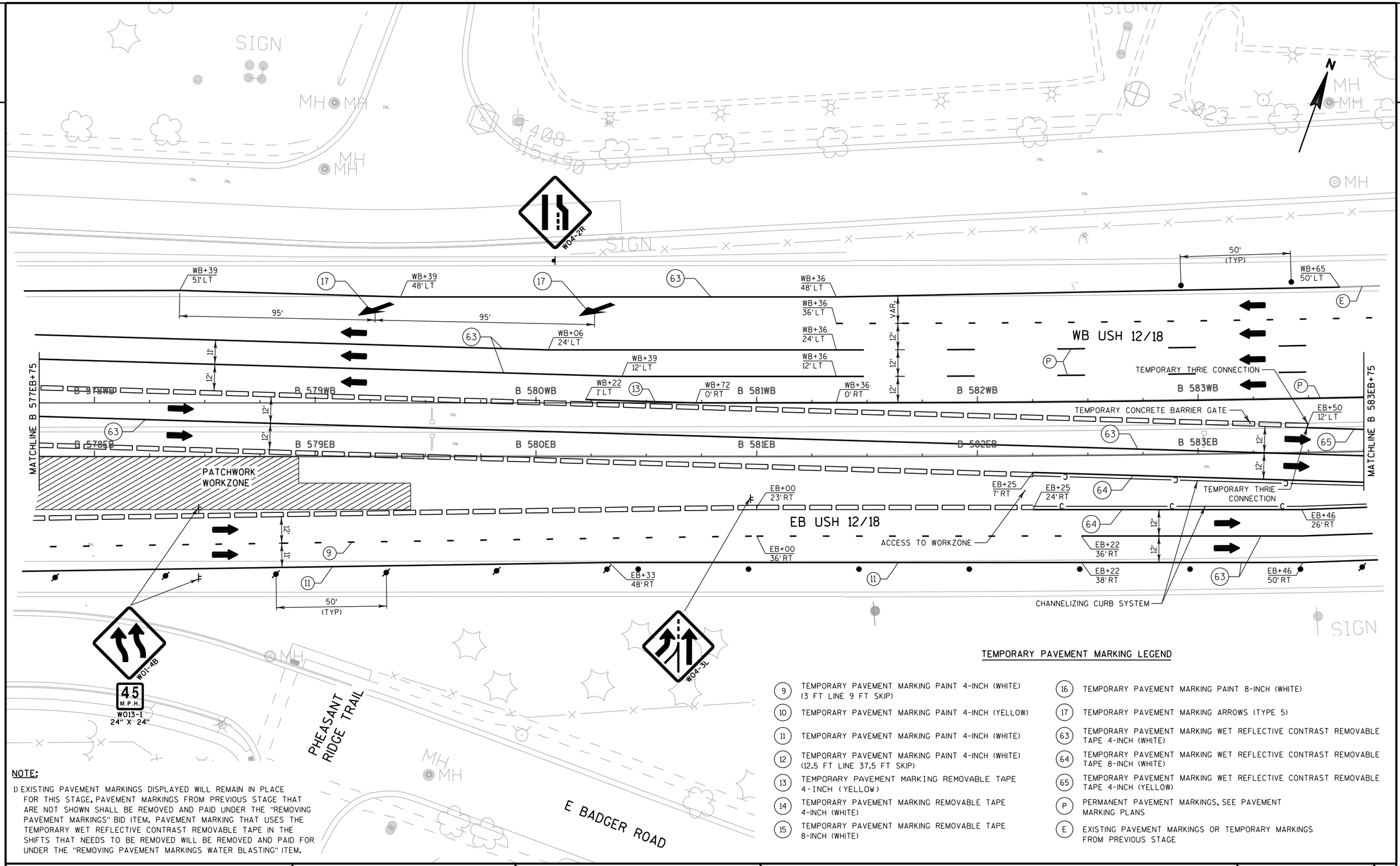
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- (16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
- (63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- (64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE



NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE, PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

2



NOTE:

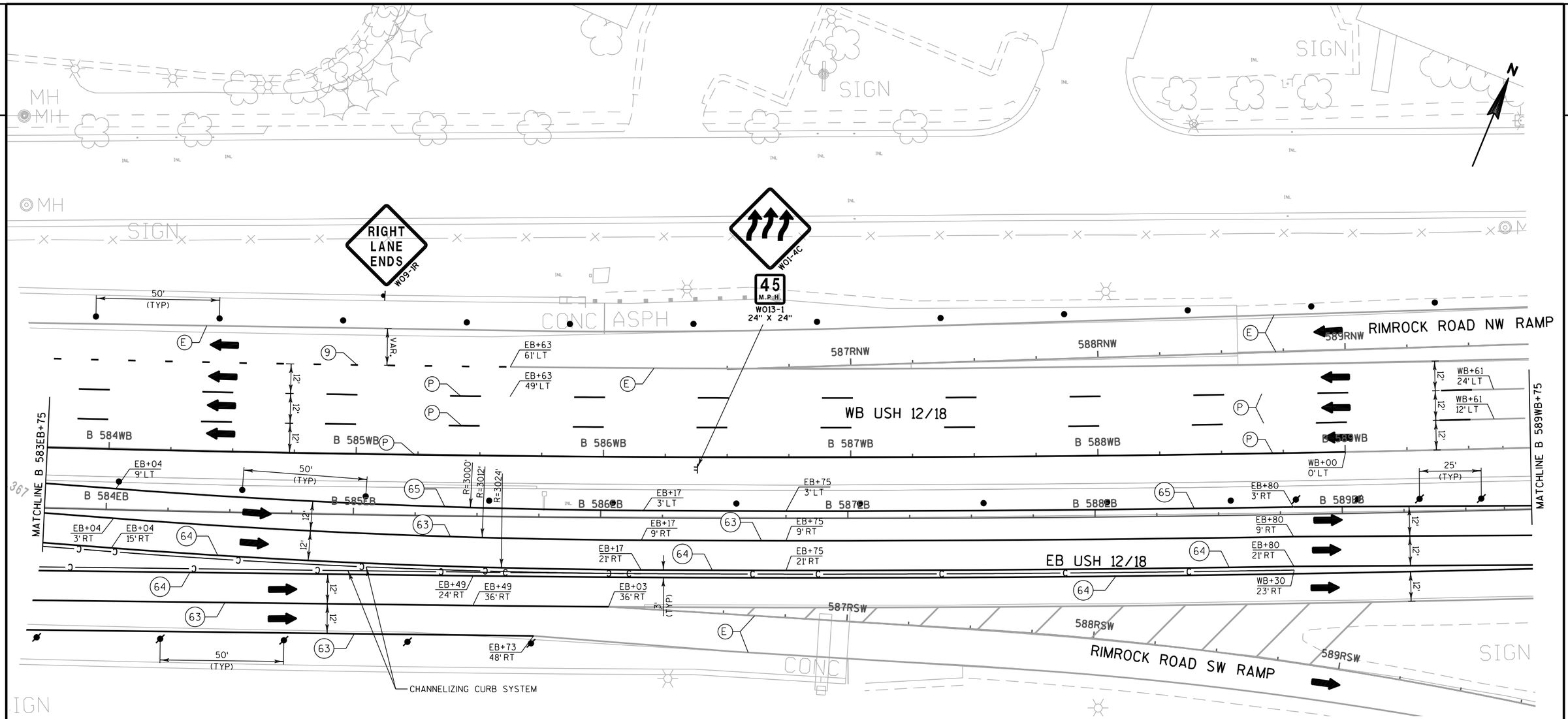
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TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
- (63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- (64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 4	SHEET 214	E

2



NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE, PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

TEMPORARY PAVEMENT MARKING LEGEND

(9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)	(16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
(10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	(17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
(11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)	(63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
(12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)	(64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
(13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	(65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	(P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	(E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 4	SHEET 215	E

2

TEMPORARY PAVEMENT MARKING LEGEND

(9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)

(10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)

(11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)

(12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)

(13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

(14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

(15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)

(16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)

(17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)

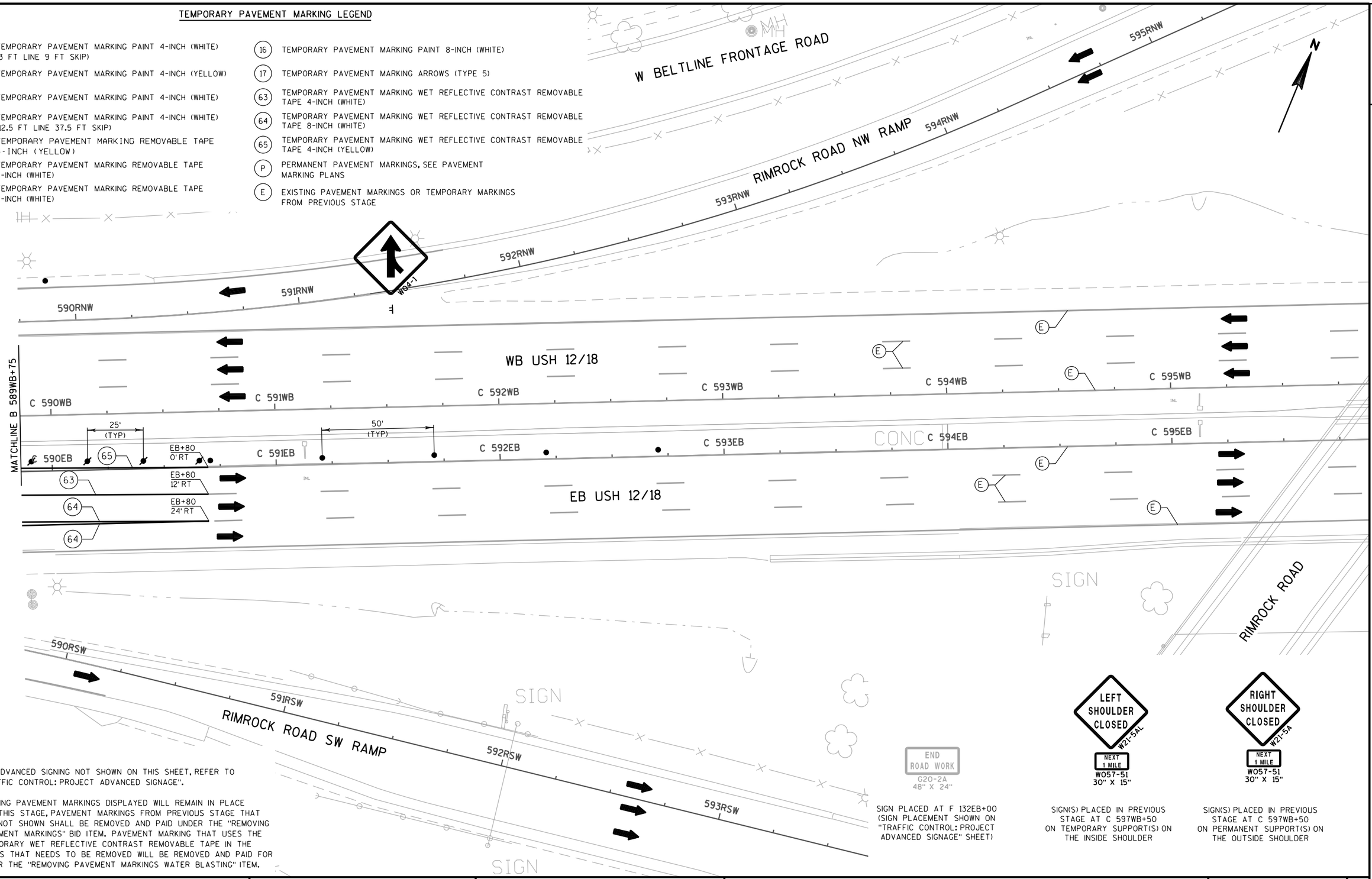
(63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)

(64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)

(65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)

(P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS

(E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE



END ROAD WORK
G20-2A
48" X 24"

SIGN PLACED AT F 132EB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

LEFT SHOULDER CLOSED
W21-5AL
NEXT 1 MILE
W057-51
30" X 15"

SIGN(S) PLACED IN PREVIOUS STAGE AT C 597WB+50 ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

RIGHT SHOULDER CLOSED
W21-5A
NEXT 1 MILE
W057-51
30" X 15"

SIGN(S) PLACED IN PREVIOUS STAGE AT C 597WB+50 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER

NOTE:

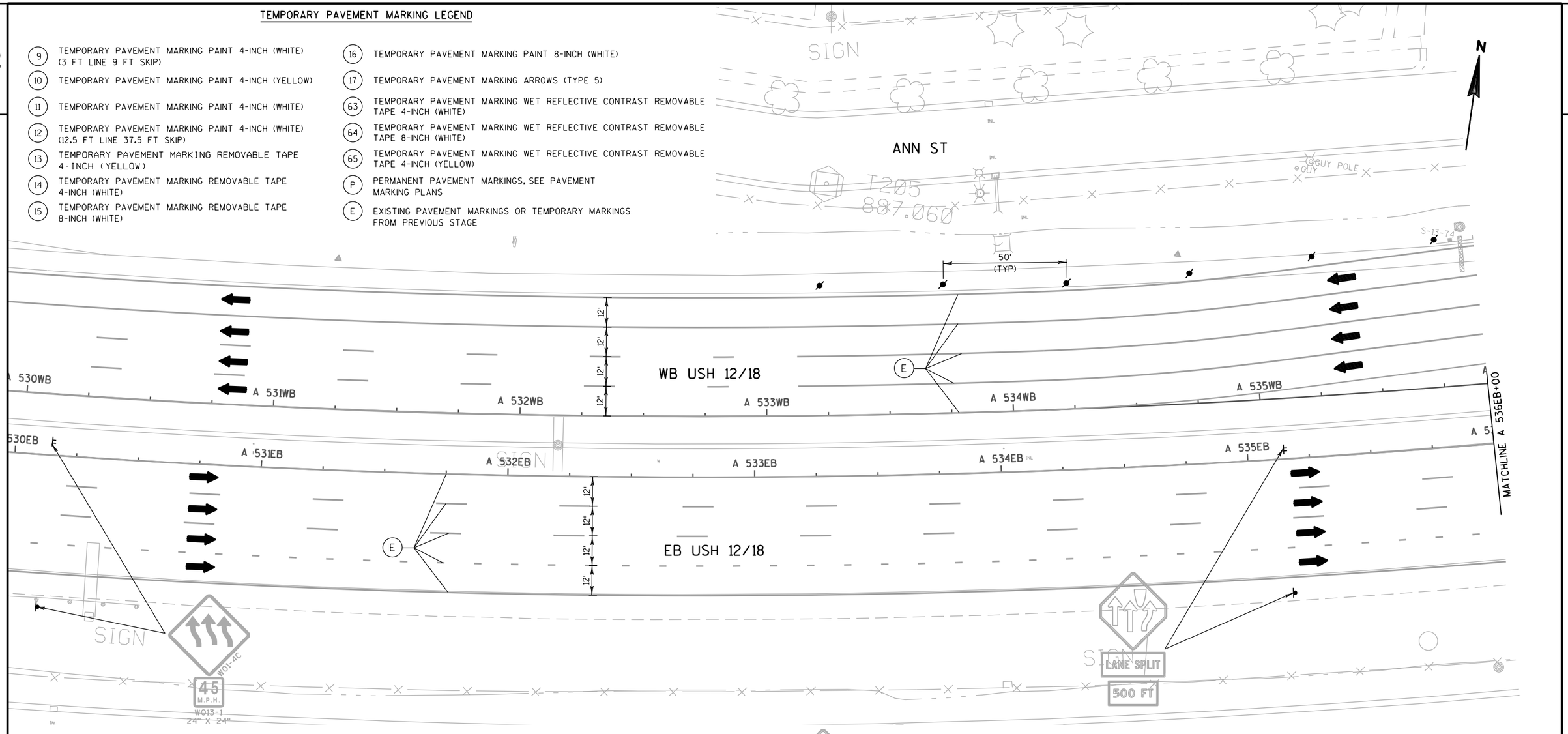
1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

2) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE, PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 4	SHEET 216	E

TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
- (63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- (64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE





SIGN(S) PLACED IN PREVIOUS STAGE AT 487EB+25 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



SIGN(S) PLACED IN PREVIOUS STAGE AT 505EB+00 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



SIGN(S) PLACED IN PREVIOUS STAGE AT 519EB+50 ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



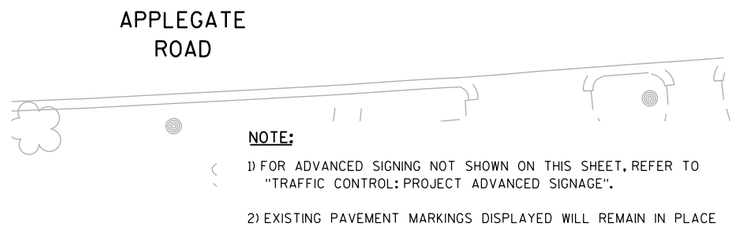
SIGN(S) PLACED IN PREVIOUS STAGE AT 519EB+50 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER



SIGN(S) PLACED IN PREVIOUS STAGE AT 525EB+00 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



SIGN PLACED AT 514WB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

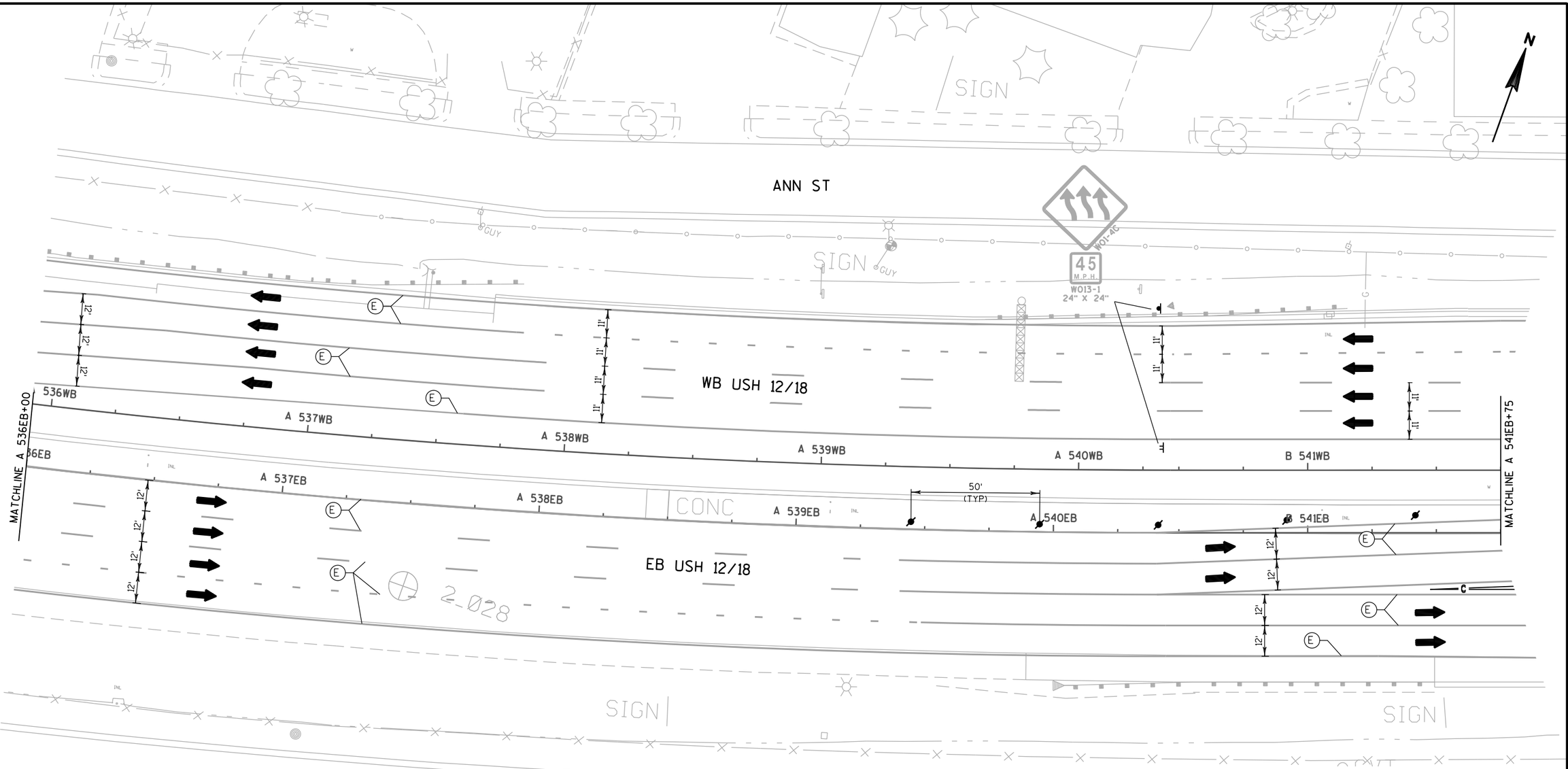


NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

2) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

2



NOTE:

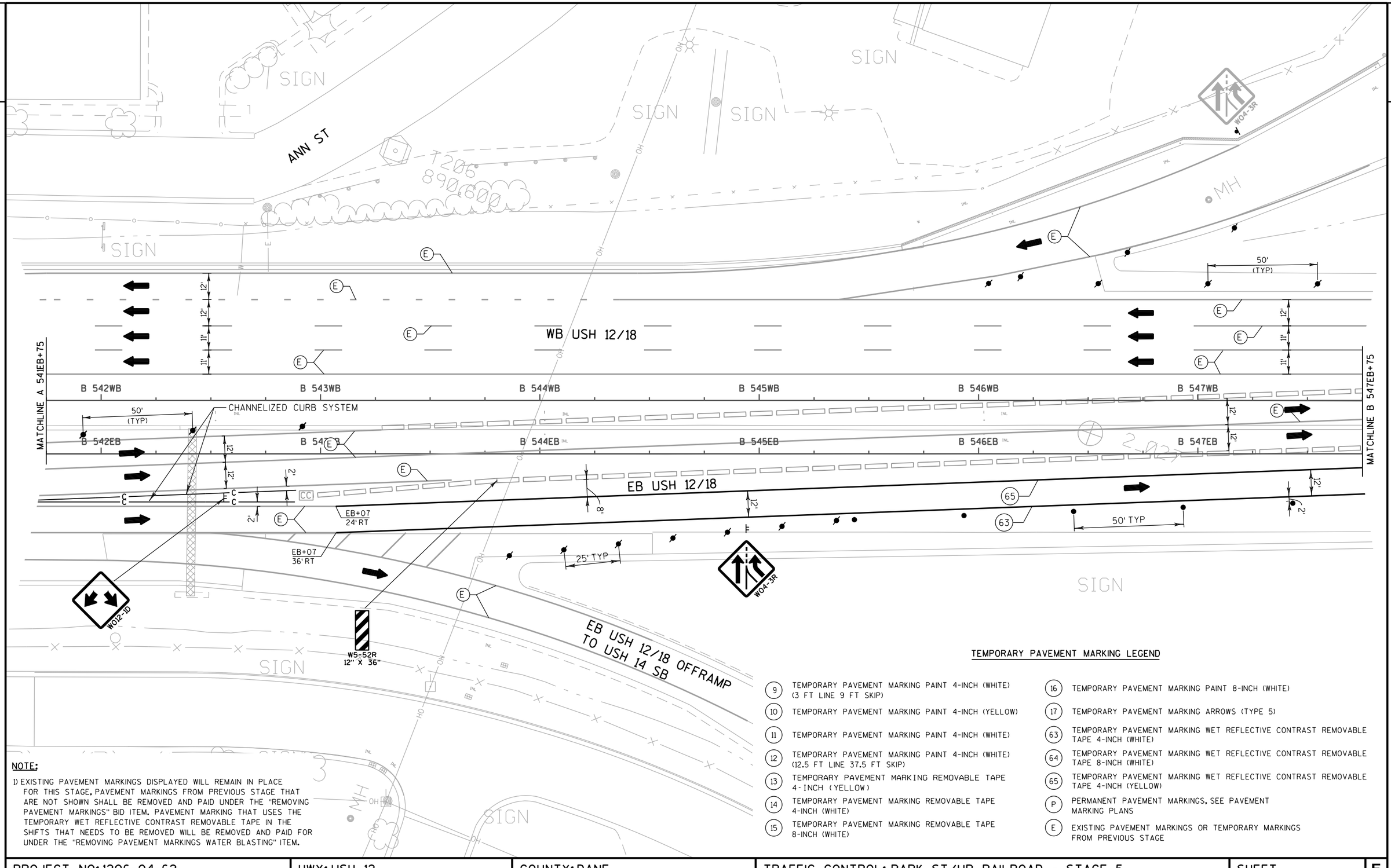
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TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
64	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 5	SHEET 218	E

2



NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

TEMPORARY PAVEMENT MARKING LEGEND

(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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(11)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
(12)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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(65)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 5	SHEET 219	E

TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
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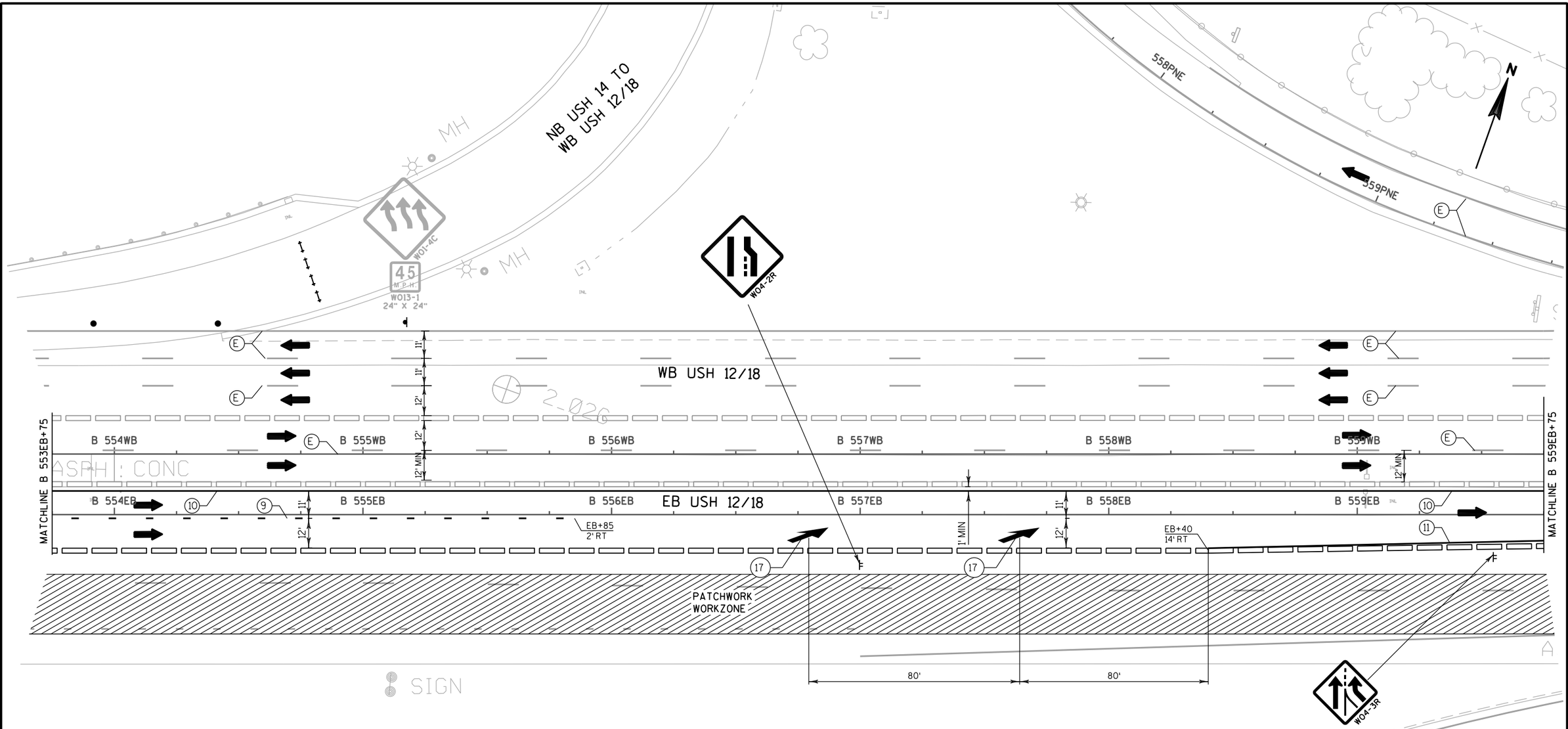
PARK STREET
1062PSB
1062PNB
1061PSB
1061PNB
1060PSB
1060PNB
1059PSB
1059PNB
MH
SIGN
CONC
ASPH
INL
W04-3R
50' (TYP)
WB USH 12/18
EB USH 12/18
B 548WB
B 549WB
B 550WB
B 551WB
B 552WB
B 553WB
B 548EB
B 549EB
B 550EB
B 551EB
552EB
B 553EB
MATCHLINE B 547EB+75
MATCHLINE B 553EB+75
11'
12'
12' MIN
1' MIN
EB+00 17'RT
EB+15 9'RT
EB+41 19'RT
EB+62 19'RT
EB+84 28'RT
EB+52 20'RT
EB+36 22'RT
EB+92 36'RT
EB+96 9'LT
EB+23 1'RT
EB+23 15'RT
EB+23 10'LT
EB+23 1'RT
50' TYP
25' TYP
549PSW
548PSW
PSW+50 3'RT
PSW+59 17'RT
CC
R=250'
STRUCTURE WORKZONE
PATCHWORK WORKZONE
W5-52R 12" X 36"
W5-52R 12" X 36"
W5-52R 12" X 36"
W04-1
RIGHT SHOULDER CLOSED W21-5A
RIGHT LANE ENDS W09-1R
250'
PARK STREET SW RAMP
USH 14
REFER TO "TRAFFIC CONTROL: DETOUR PLAN - CLOSURE DETAILS, NB USH 14 TO WB USH 12/18 RAMP CLOSURE," FOR INFORMATION AND SPACING FOR TRAFFIC CONTROL SIGNING AND DEVICES.

NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

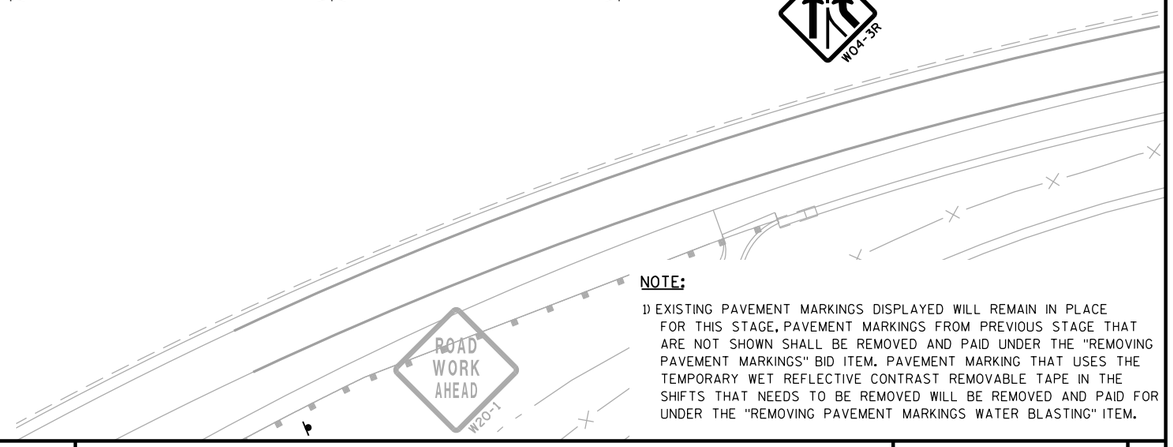
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 5	SHEET 220 E

2



TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
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- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

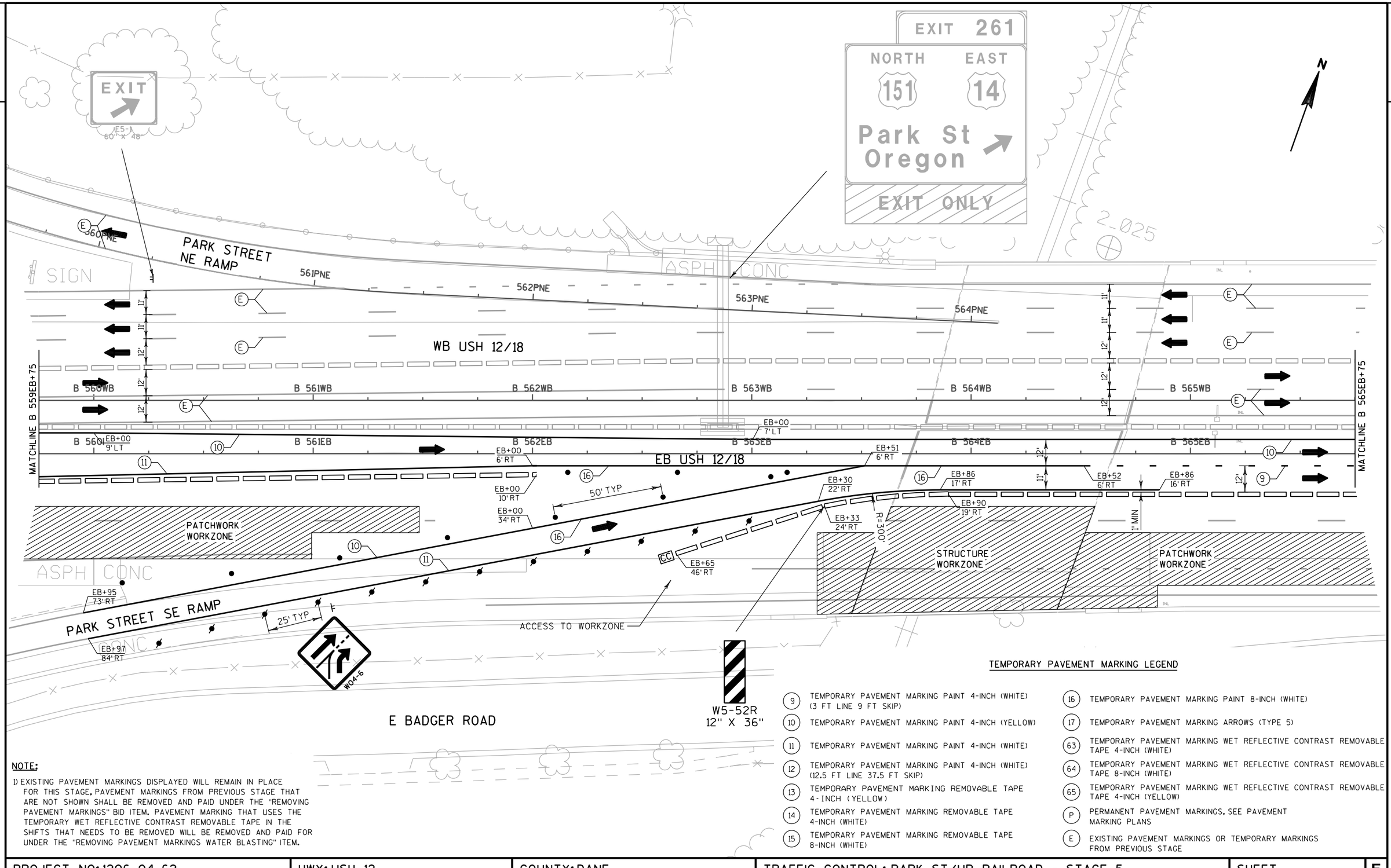


NOTE:

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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 5	SHEET 221	E

2



NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

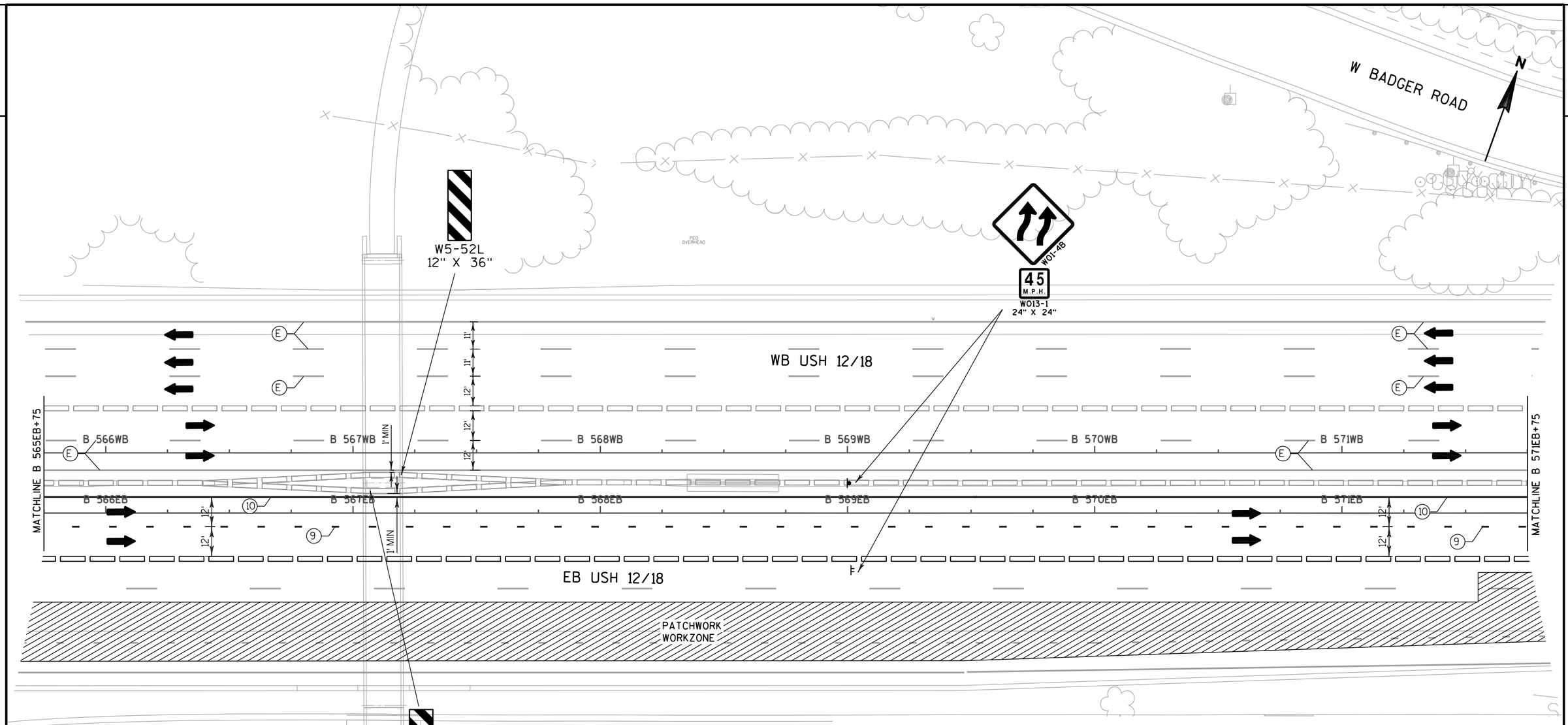
TEMPORARY PAVEMENT MARKING LEGEND

(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
(10)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
(11)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
(12)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
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(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 5	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\026255_st-PS_st5.dgn PLOT DATE : 1/23/2014 PLOT BY : arosemeyer PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2



NOTE:

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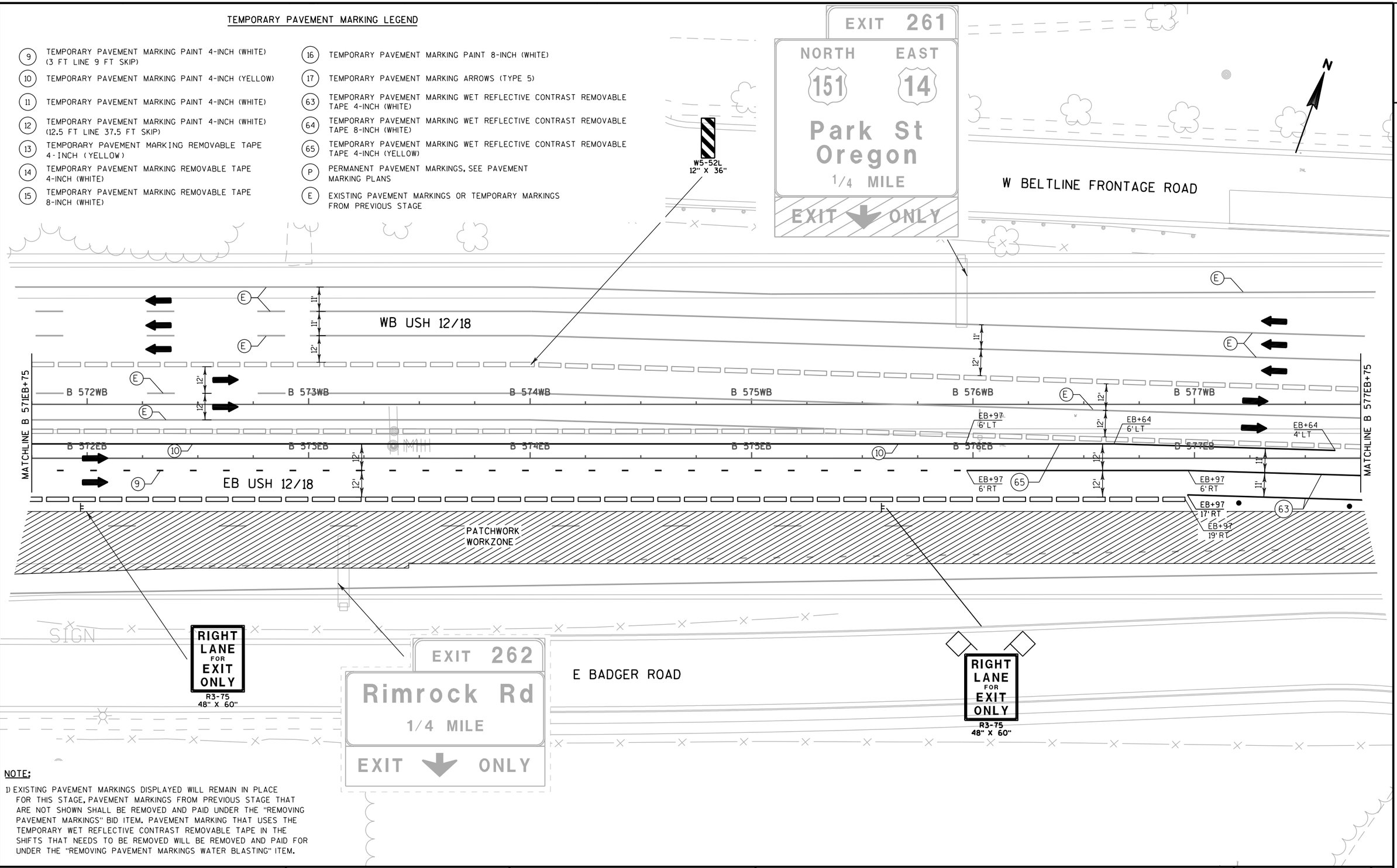
TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
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- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 5	SHEET 223	E

TEMPORARY PAVEMENT MARKING LEGEND

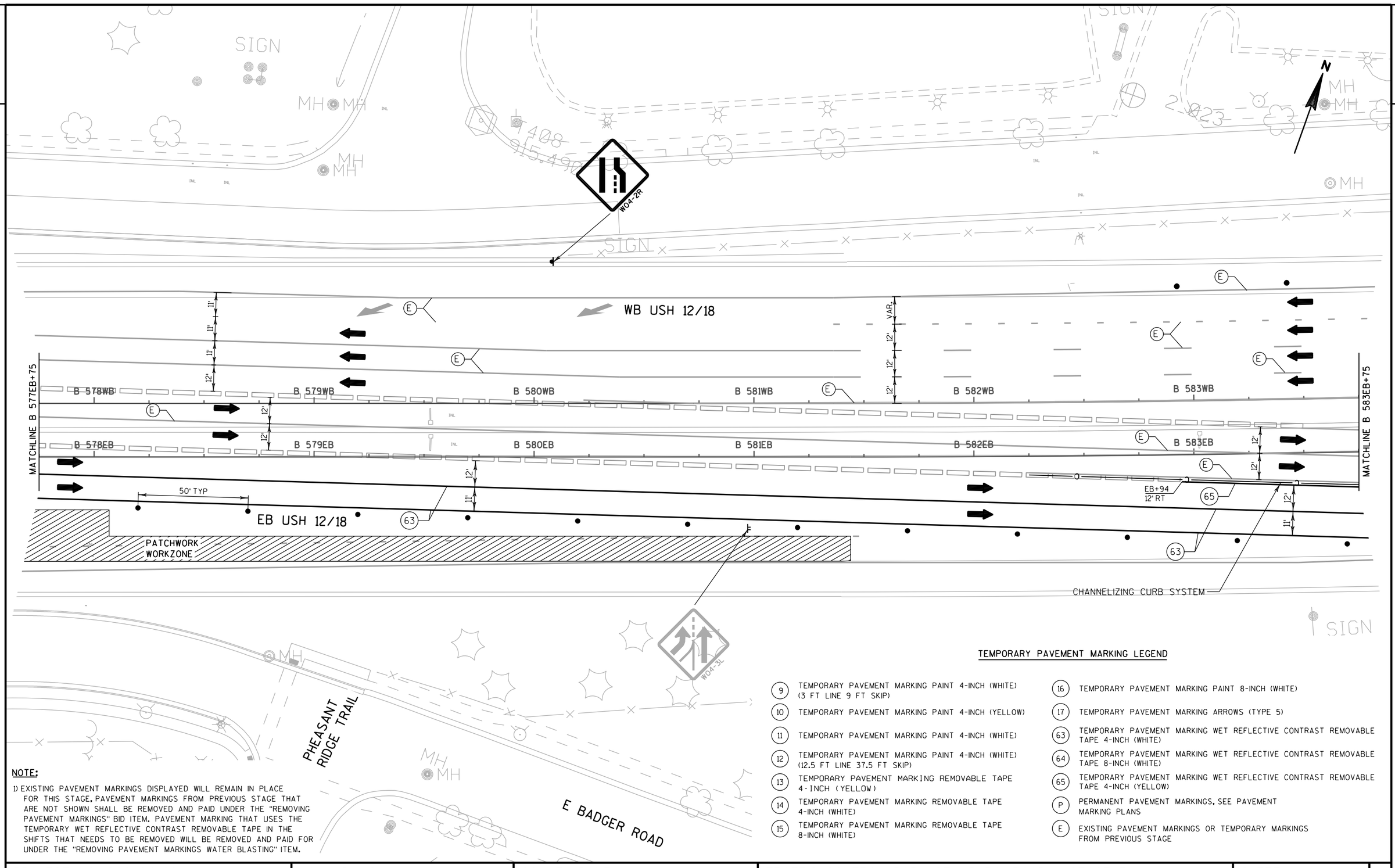
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2



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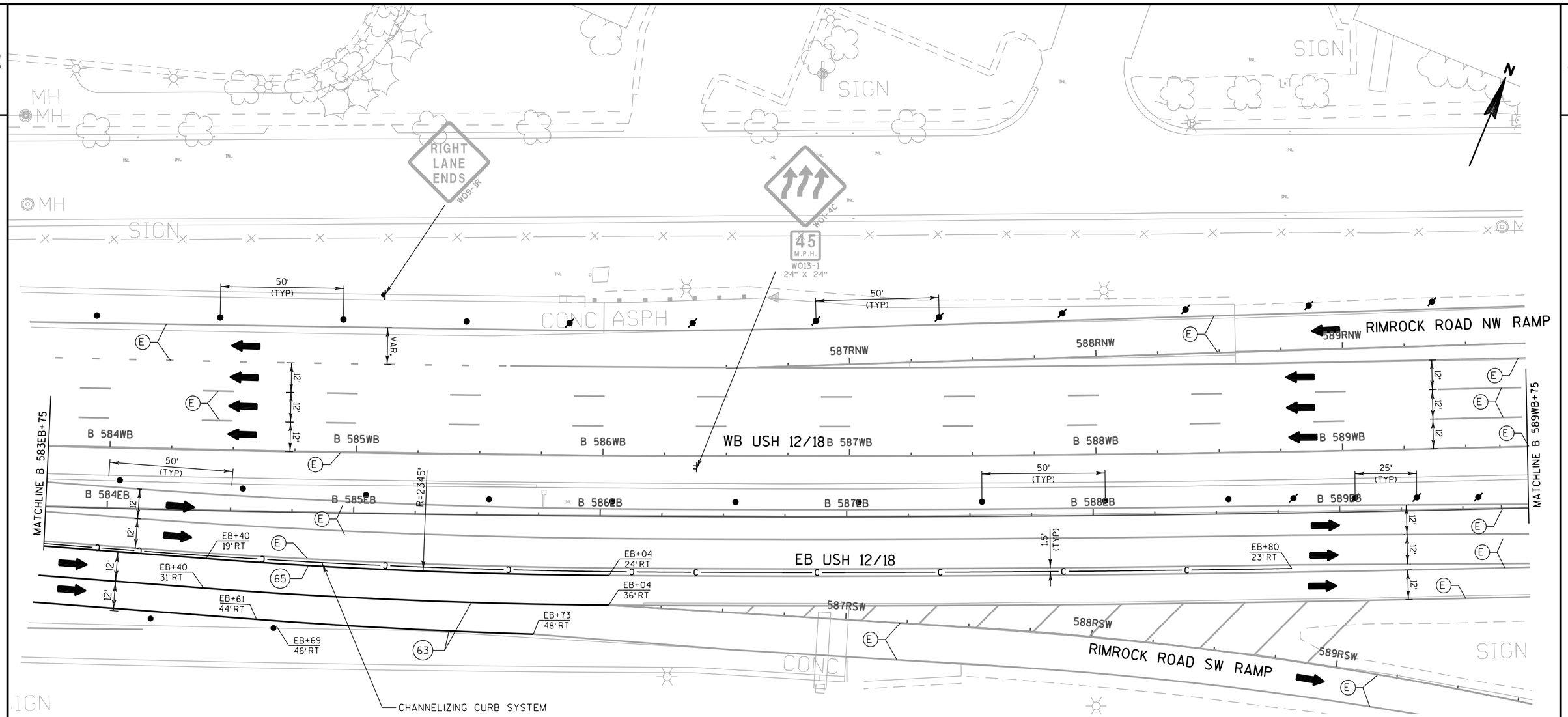
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 5	SHEET 225	E

2



TEMPORARY PAVEMENT MARKING LEGEND

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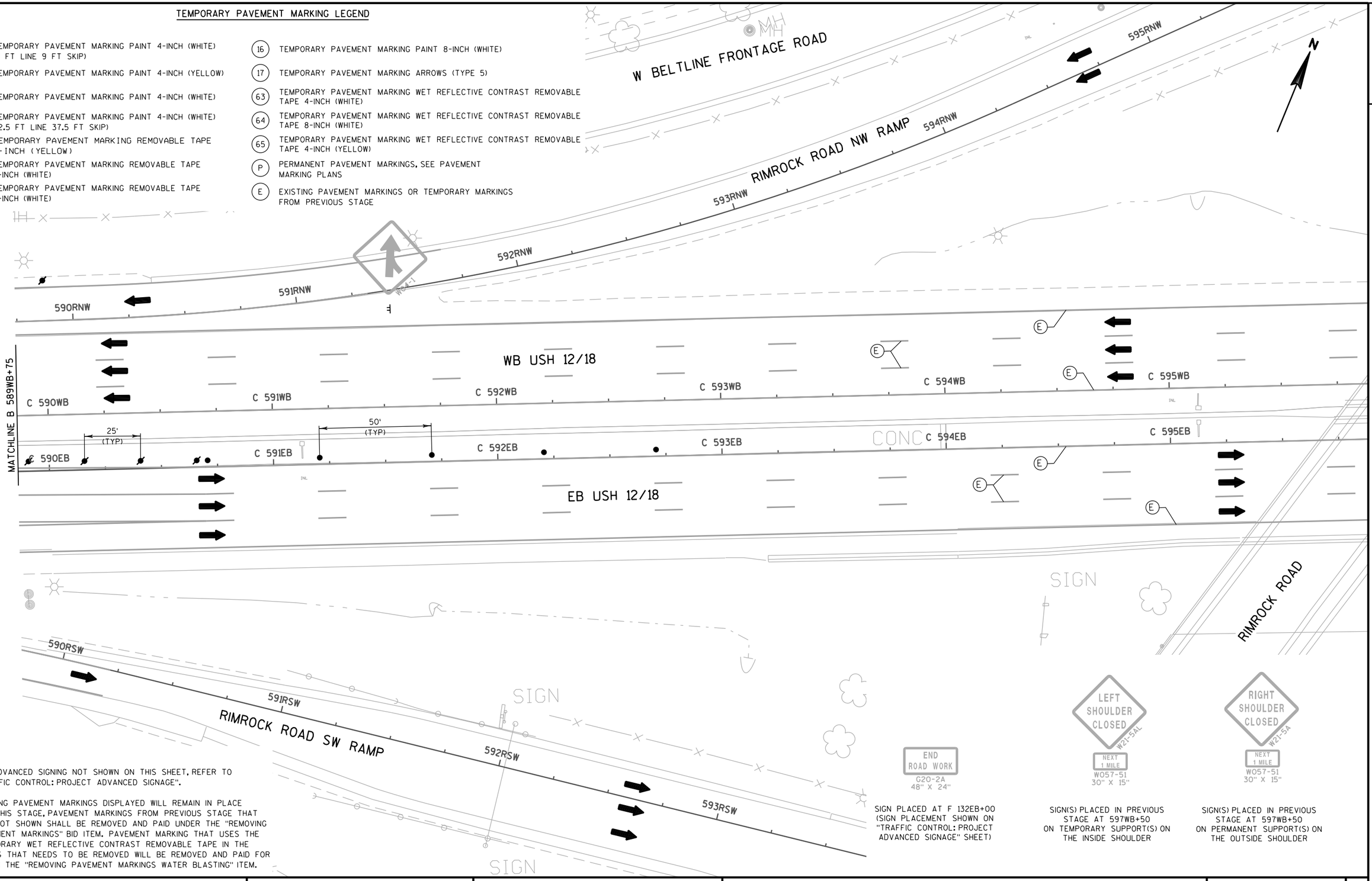
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 5	SHEET 226	E

TEMPORARY PAVEMENT MARKING LEGEND

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NOTE:

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END ROAD WORK
G20-2A
48" X 24"

SIGN PLACED AT F 132EB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

LEFT SHOULDER CLOSED
W21-5AL
NEXT 1 MILE
W057-51
30" X 15"

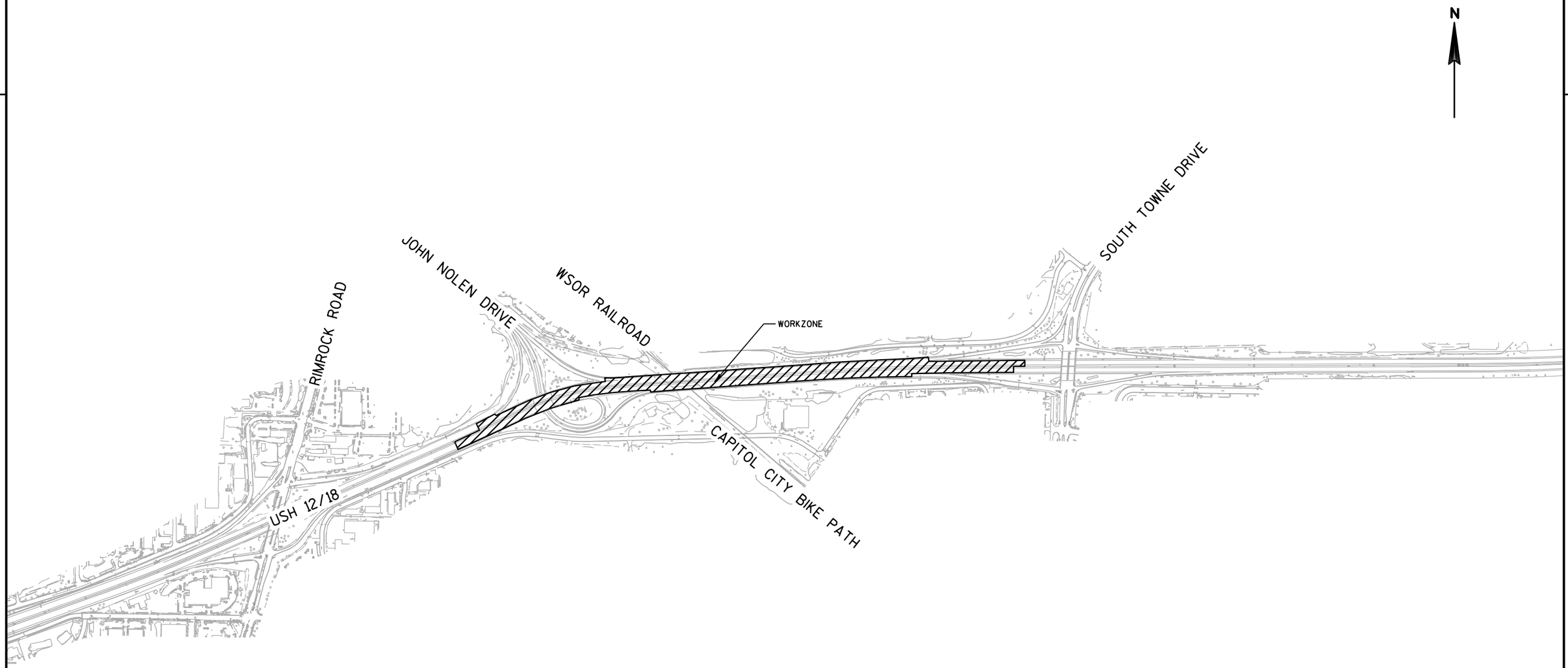
SIGN(S) PLACED IN PREVIOUS STAGE AT 597WB+50 ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

RIGHT SHOULDER CLOSED
W21-5A
NEXT 1 MILE
W057-51
30" X 15"

SIGN(S) PLACED IN PREVIOUS STAGE AT 597WB+50 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: PARK ST/UP RAILROAD - STAGE 5	SHEET 227	E

2



JOHN NOLEN - GENERAL NOTES

1) PRIOR TO WORK FOR THE JOHN NOLEN SUBSEGMENT, OUTSIDE SHOULDERS MUST BE RECONSTRUCTED.

2) REFER TO STRUCTURE B-13-280 DETAILS FOR BRIDGE WORK CONSTRUCTION

3) WHEN AVAILABLE, PATCHWORK CAN BE COMPLETED IN CONJUNCTION WITH BRIDGE WORK

4) REFER TO SPECIAL PROVISIONS FOR DURATIONS OF RAMP CLOSURES

5) CAPITOL CITY BIKE TRAIL MUST REMAIN OPEN AT ALL TIMES. IF A TEMPORARY CLOSURE IS NEEDED, CONTRACTOR MUST SUPPLY FLAGGERS TO ASSIST PEDESTRIANS THROUGH THE WORKZONE AT THE CONTRACTOR'S EXPENSE

JOHN NOLEN - STAGE 1

NOTES

1) WB AND EB TRAFFIC IS SHIFTED ONTO THE OUTSIDE SHOULDER
2) ALL RAMPS AT JOHN NOLEN REMAIN OPEN
3) CONVERT THE WB AUX LANE BETWEEN SOUTH TOWNE AND JOHN NOLEN INTO A PARALLEL MERGE

CONSTRUCTION

- BRIDGE B-13-280 WORK BEGINING IN THE WB AND EB INSIDE SHOULDER AND INSIDE LANE
- CONSTRUCT INSIDE SHOULDER WHERE SPECIFIED IN PLAN DETAILS
- COMPLETE PATCHWORK WHERE AVAILABLE BETWEEN RIMROCK AND SOUTH TOWNE

JOHN NOLEN - STAGE 2

NOTES

1) WB AND EB TRAFFIC IS SPLIT PRIOR TO THE WORKZONE
2) SB JOHN NOLEN TO EB USH 12/18 RAMP REMAINS CLOSED DURING THIS STAGE
3) WB AUXILARY LANE BETWEEN SOUTH TOWNE AND JOHN NOLEN REMAINS A PARALLEL MERGE
4) PLACE APPROPRIATE TRAFFIC CONTROL ITEMS ON RIMROCK ROAD TO ASSIST WITH TRAFFIC PATTERNS ON JOHN NOLEN.

CONSTRUCTION

- BRIDGE B-13-280 WORK CONTINUING ACROSS THE STRUCTURE
- COMPLETE PATCHWORK WHERE AVAILABLE BETWEEN RIMROCK AND SOUTH TOWNE

JOHN NOLEN - STAGE 3

NOTES

1) WB AND EB TRAFFIC IS SHIFTED ONTO THE INSIDE SHOULDER
2) SB JOHN NOLEN TO EB USH 12/18 RAMP CLOSED DURING THIS STAGE
3) AT THE END OF STAGE 3, REMOVE THE TRAFFIC CONTROL ITEMS ON RIMROCK AND RESTORE INTERSECTIONS WITH BELTLINE RAMPS TO THEIR ORIGINAL STATE.

CONSTRUCTION

- COMPLETE WORK TO WB AND EB STRUCTURE B-13-280
- COMPLETE PATCHWORK WHERE AVAILABLE BETWEEN RIMROCK AND SOUTH TOWNE

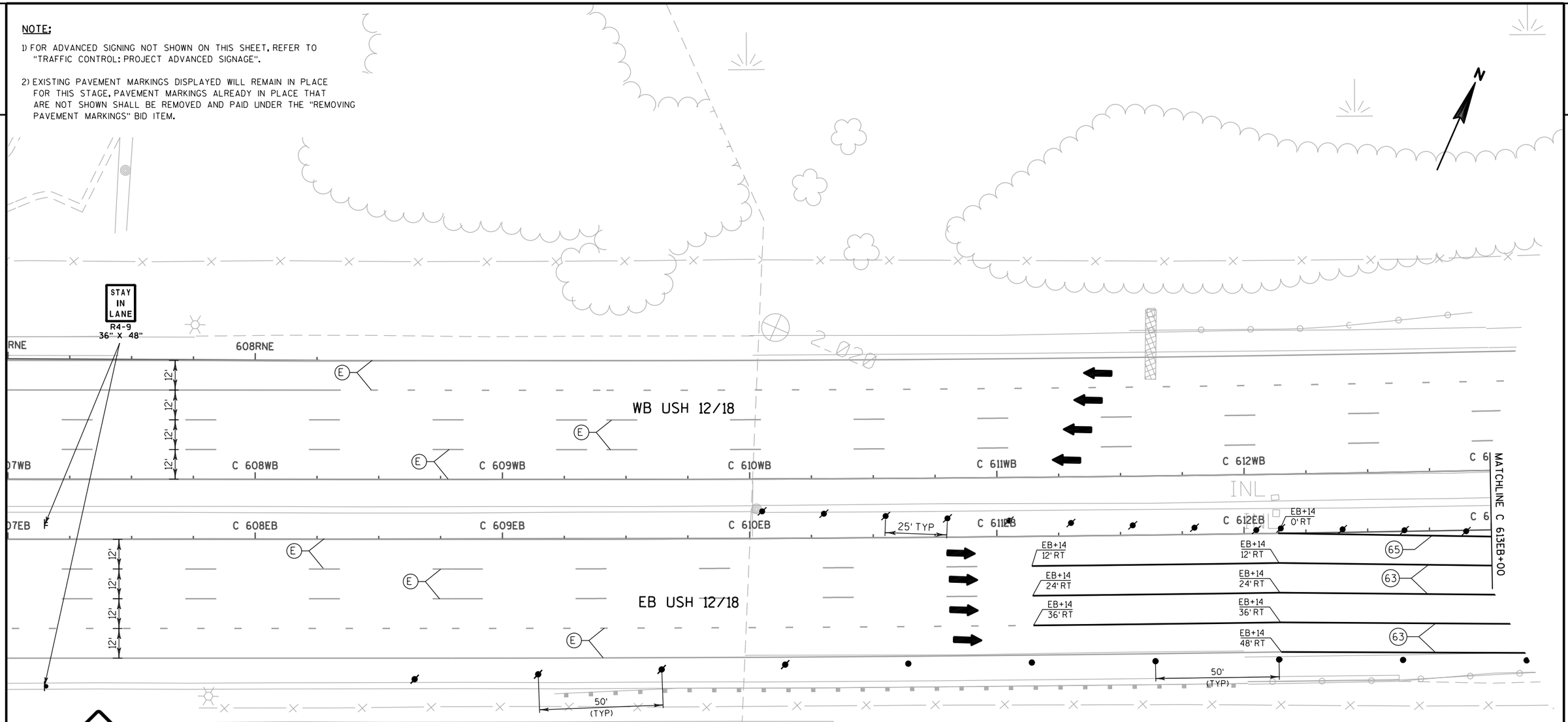
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN STAGING OVERVIEW	SHEET 228	E

2

NOTE:

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SIGN PLACED AT C 602EB+00 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

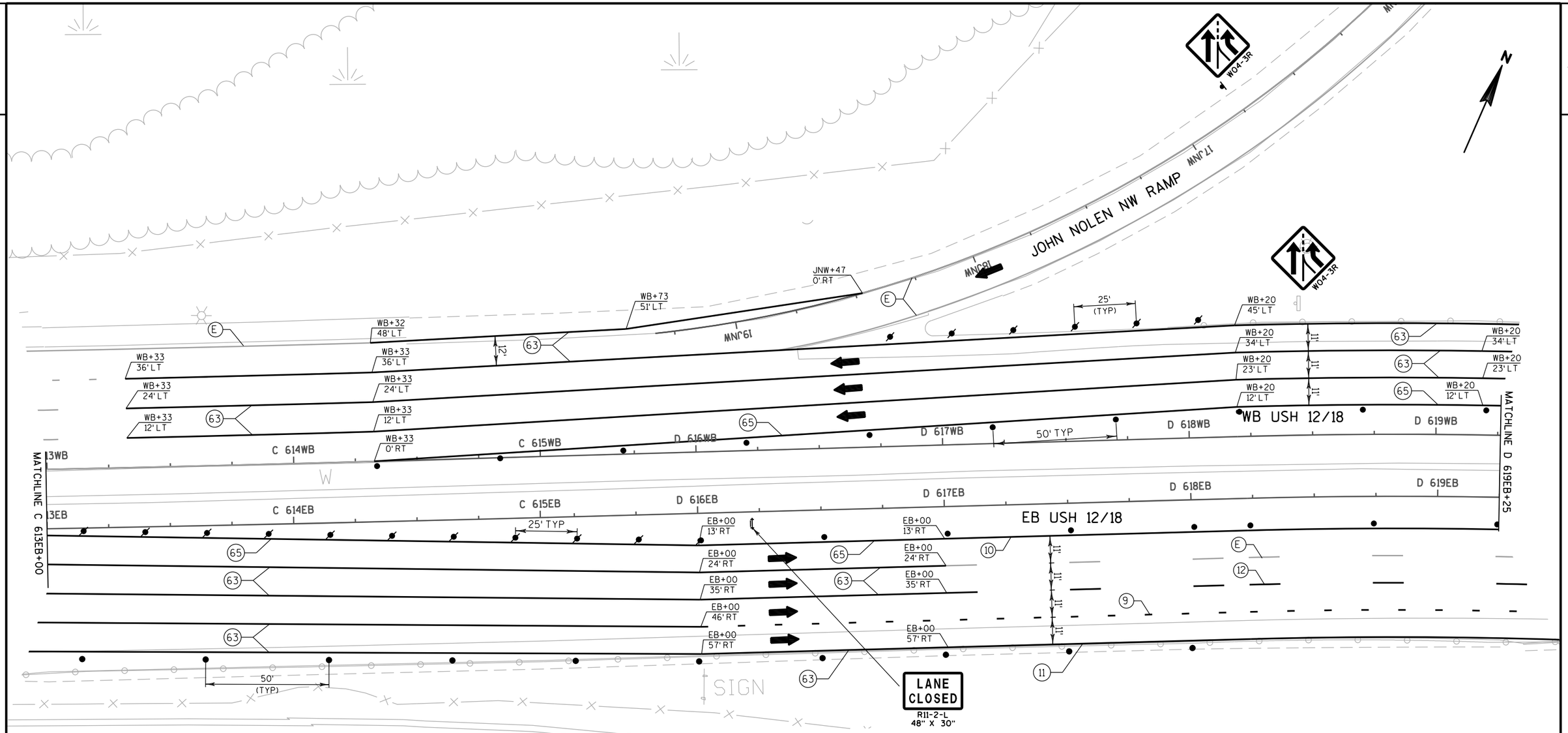
SIGN PLACED AT 514WB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 1	SHEET 229	E

2



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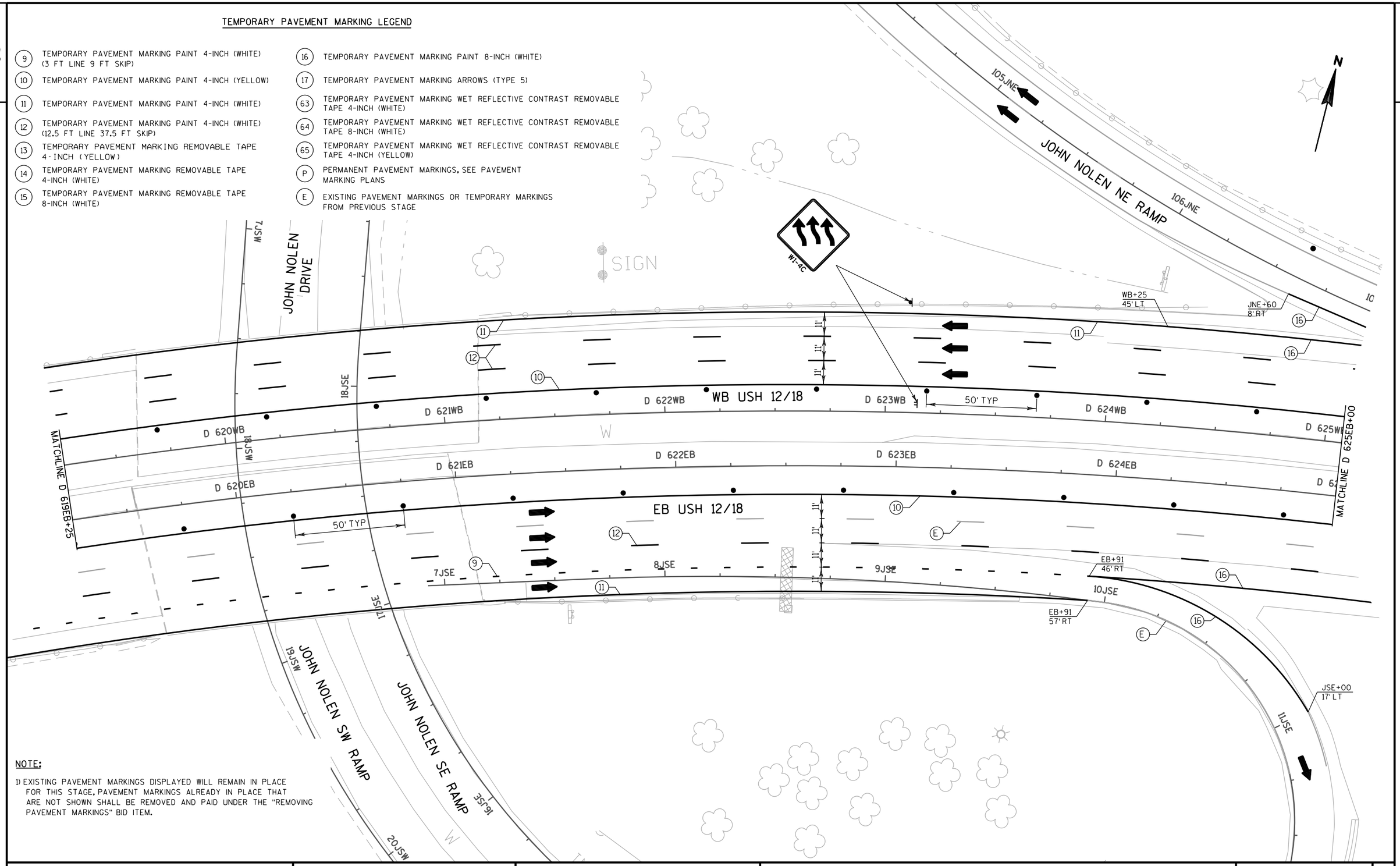
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 1	SHEET 230	E

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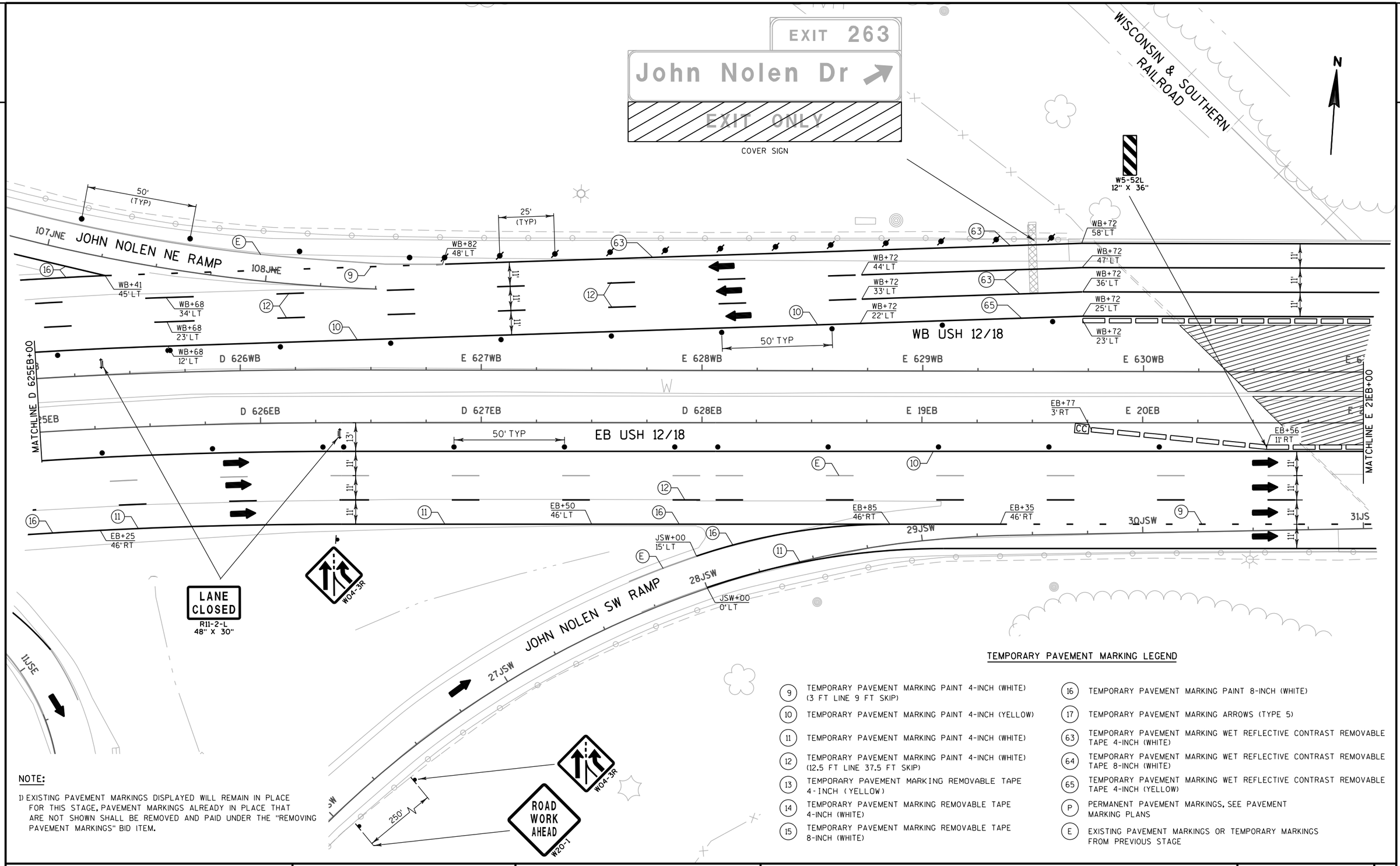


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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 1	SHEET 231	E

2



NOTE:

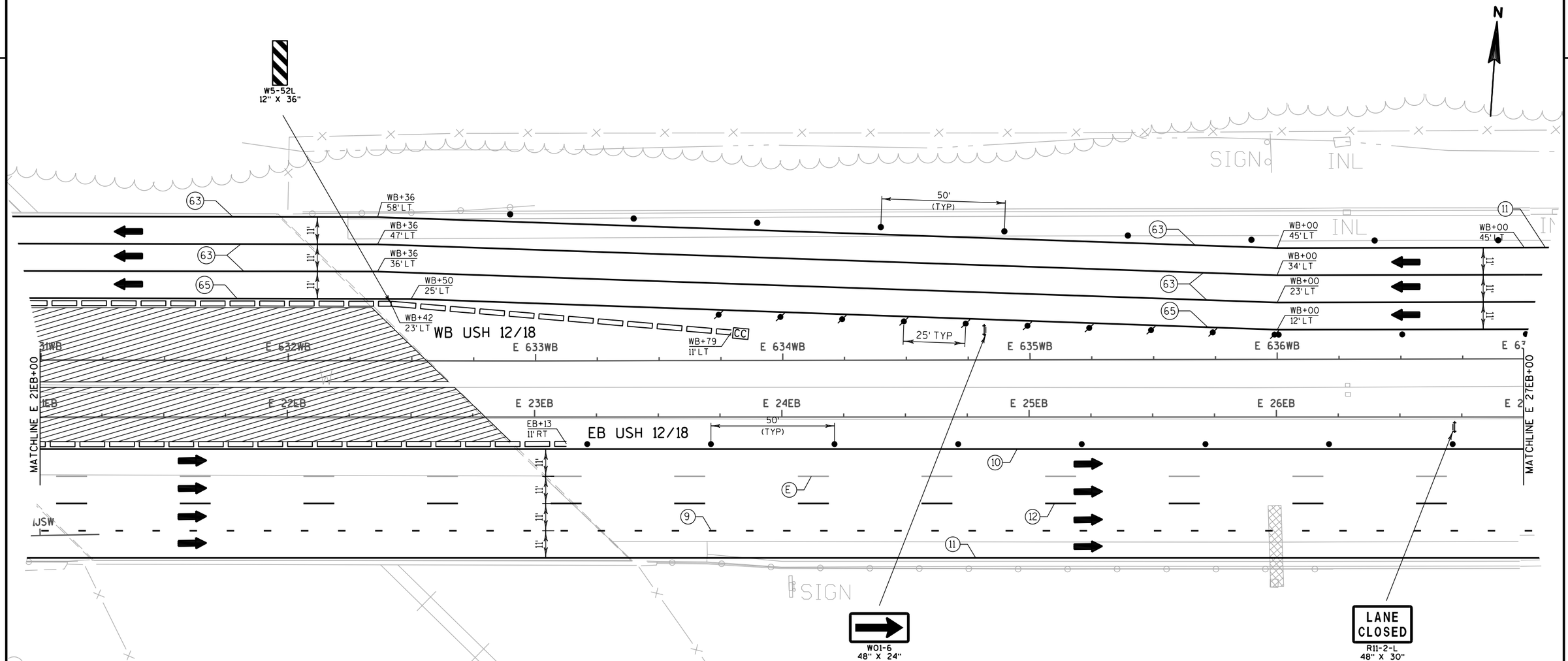
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 1	SHEET 232	E

2



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- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 1	SHEET 233	E

2

NANA LANE

N

/ SIGN

330'
LANE REDUCTION

50'
(TYP)

25'
(TYP)

WB+00
45' LT

WB+00
34' LT

WB+00
23' LT

WB+00
12' LT

INL

11

12

10

50' TYP

11'

37WB E 638WB WB USH 12/18 E 639WB E 640WB E 641WB E 642WB E 64

MATCHLINE E 27EB+00

7EB E 28EB E 29EB E 30EB E 31EB E 32EB E 3

MATCHLINE E 33EB+00

50'
(TYP)

EB USH 12/18

E

9

INL

W24-1BR

45
M.P.H.

W013-1
24" X 24"

/ SIGN

TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
64	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS ALREADY IN PLACE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 1	SHEET 234	E

2

NANA LANE

INL

INL

OMP

N

330'
LANE REDUCTION

130'

130'

25'
(TYP)

WB+32
56'LT

SIGN

WB+36
45'LT

WB USH 12/18

43WB

E 644WB

E 645WB

E 646WB

E 647WB

E 648WB

E 64

MATCHLINE E 33EB+00

3EB

E 34EB

E 35EB

E 36EB

E 37EB

E 38EB

E 3

EB USH 12/18

MATCHLINE E 39EB+00

50' TYP

EB+17
46'RT

11'

LANE
CLOSED
R11-2-L
48" X 30"

W04-2R

W01-4C

45
M.P.H.
W013-1
24" X 24"

LANE
CLOSED
R11-2-L
48" X 30"

INL

106

NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE, PAVEMENT MARKINGS ALREADY IN PLACE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM.

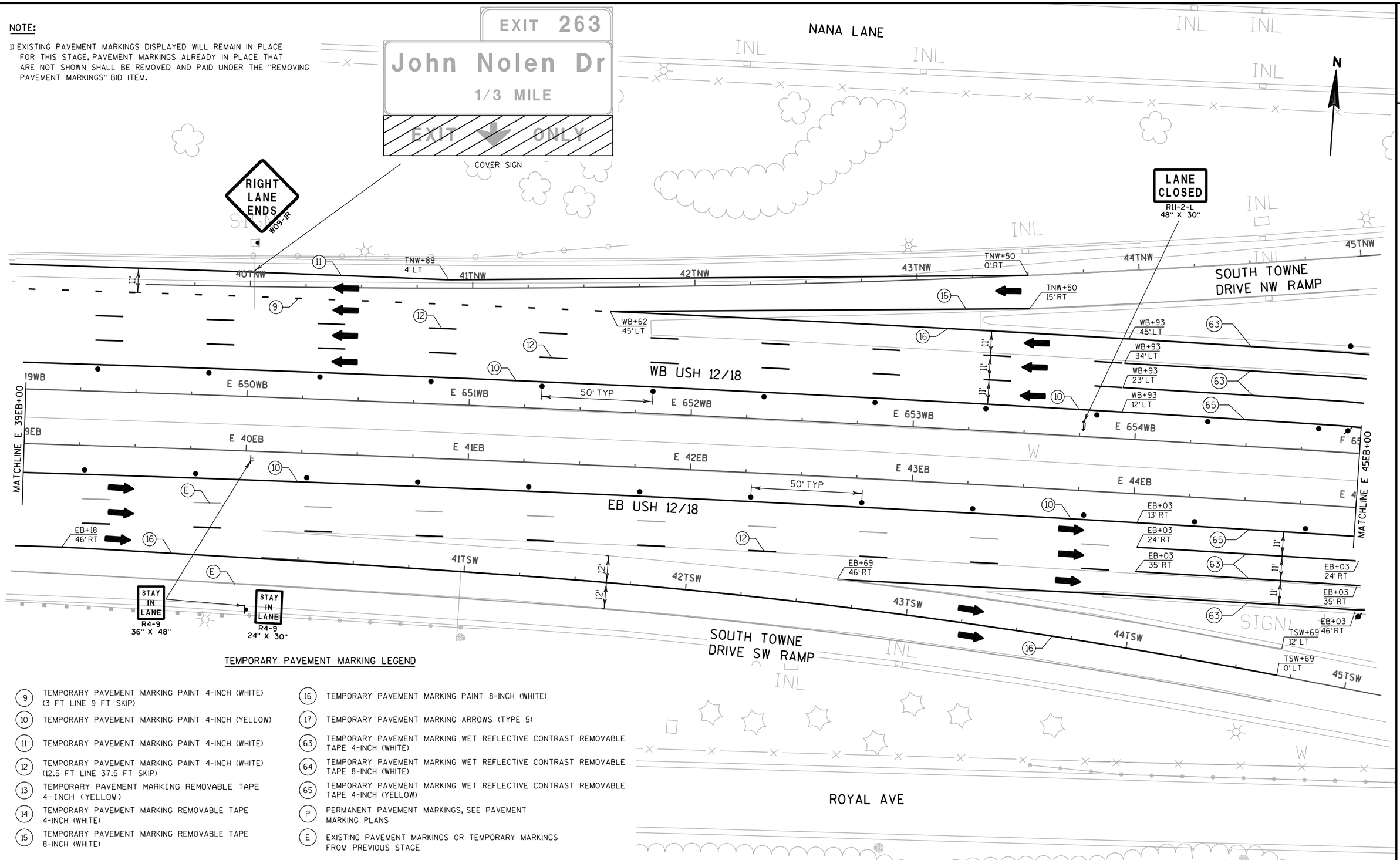
TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
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65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 1	SHEET 235	E

NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS ALREADY IN PLACE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM.



TEMPORARY PAVEMENT MARKING LEGEND

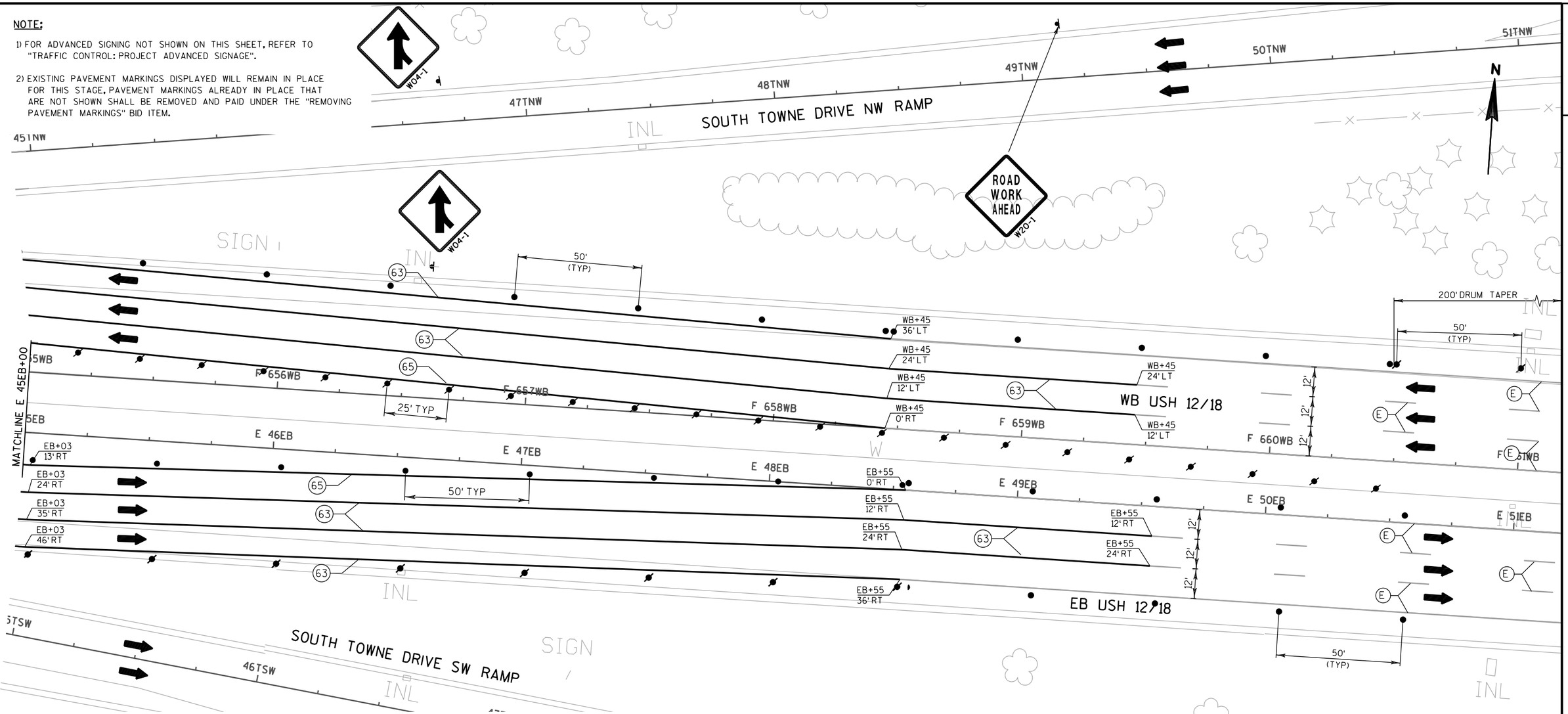
(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
(10)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
(11)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
(12)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(14)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
(15)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(16)	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
(17)	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
(63)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
(64)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
(65)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 1	SHEET 236	E

NOTE:

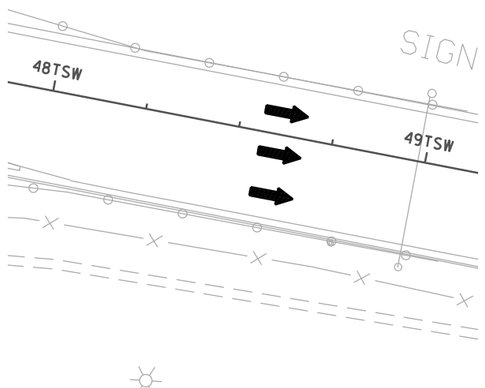
1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

2) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS ALREADY IN PLACE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM.



TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
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- (12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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- (63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
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- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE





R4-9
36" X 48"

SIGN PLACED AT F 663WB+50 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



G20-2A
48" X 24"

SIGN PLACED AT F 132EB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)



W013-1
24" X 24"

SIGN PLACED AT F 668WB+50 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 1	SHEET 237	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\026319_st-JN_st1.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 40:1

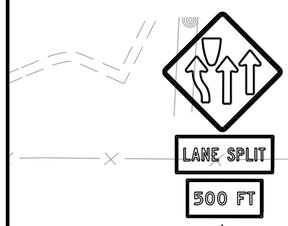
WISDOT/CADDS SHEET 42

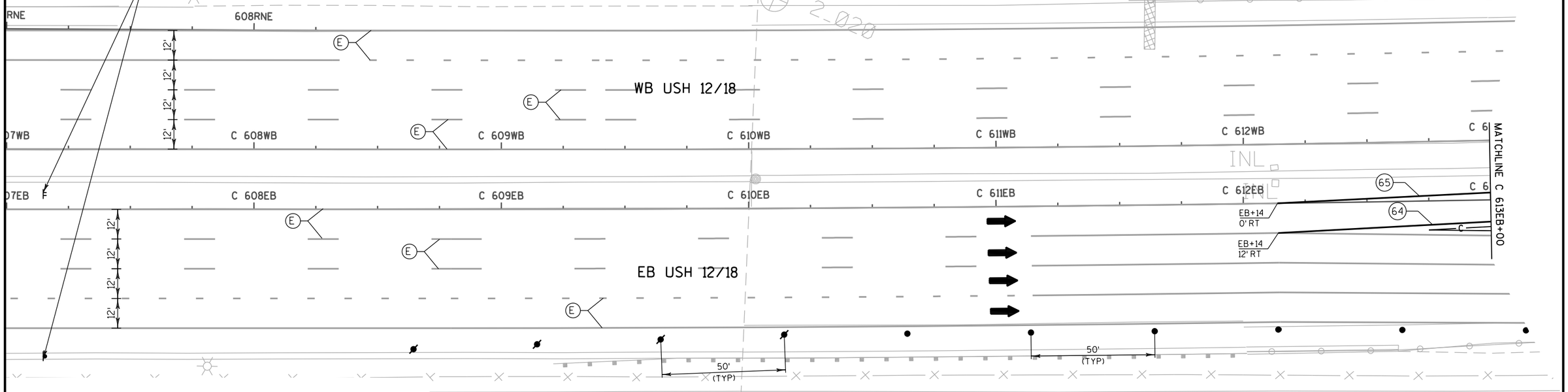
2

NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

2) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.







SIGN PLACED AT B 559EB+00 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



SIGN PLACED AT C 597EB+00 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



G20-2A
48" X 24"

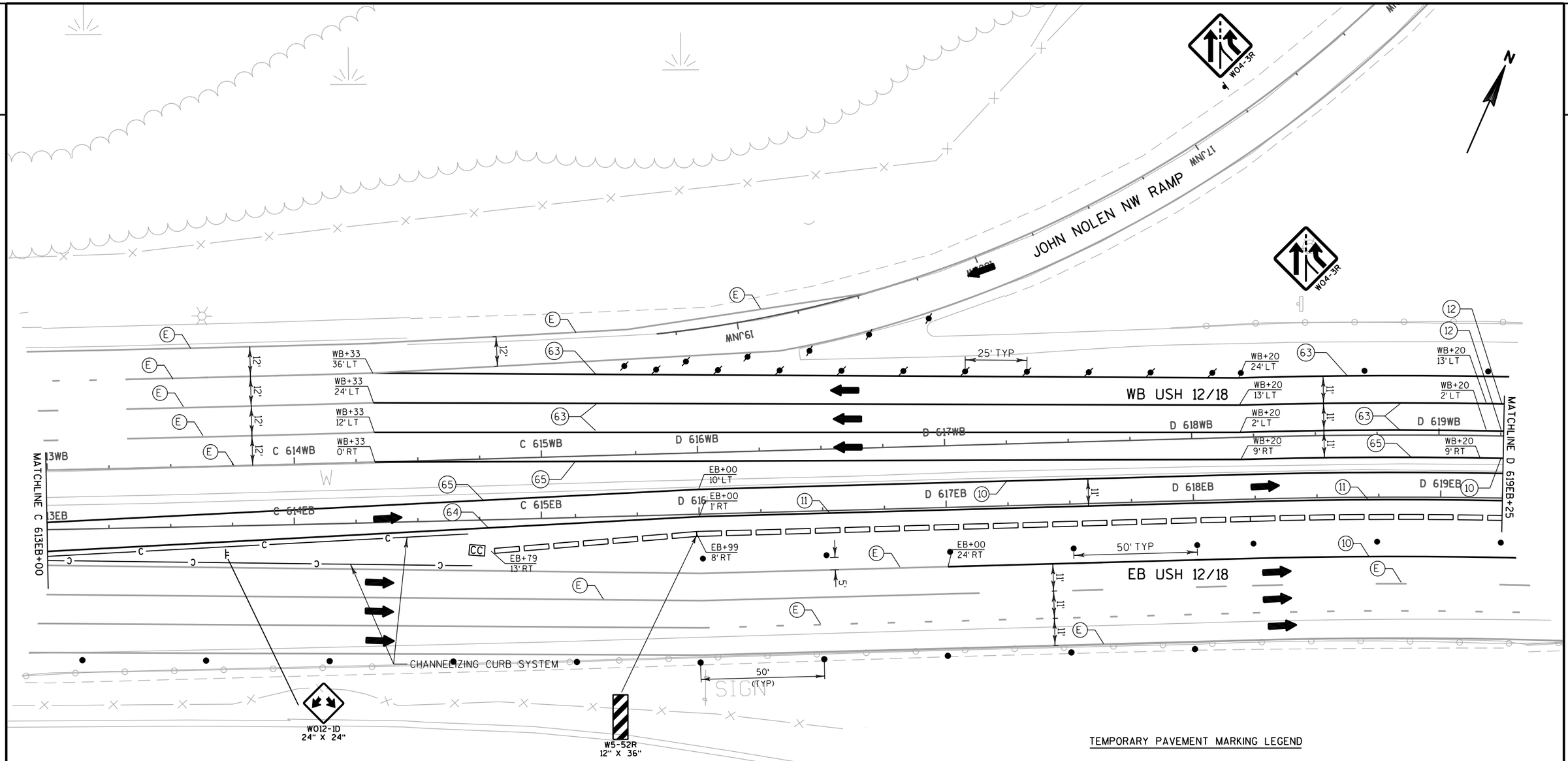
SIGN PLACED AT 514WB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
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65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2	SHEET 238	E

2



NOTE:

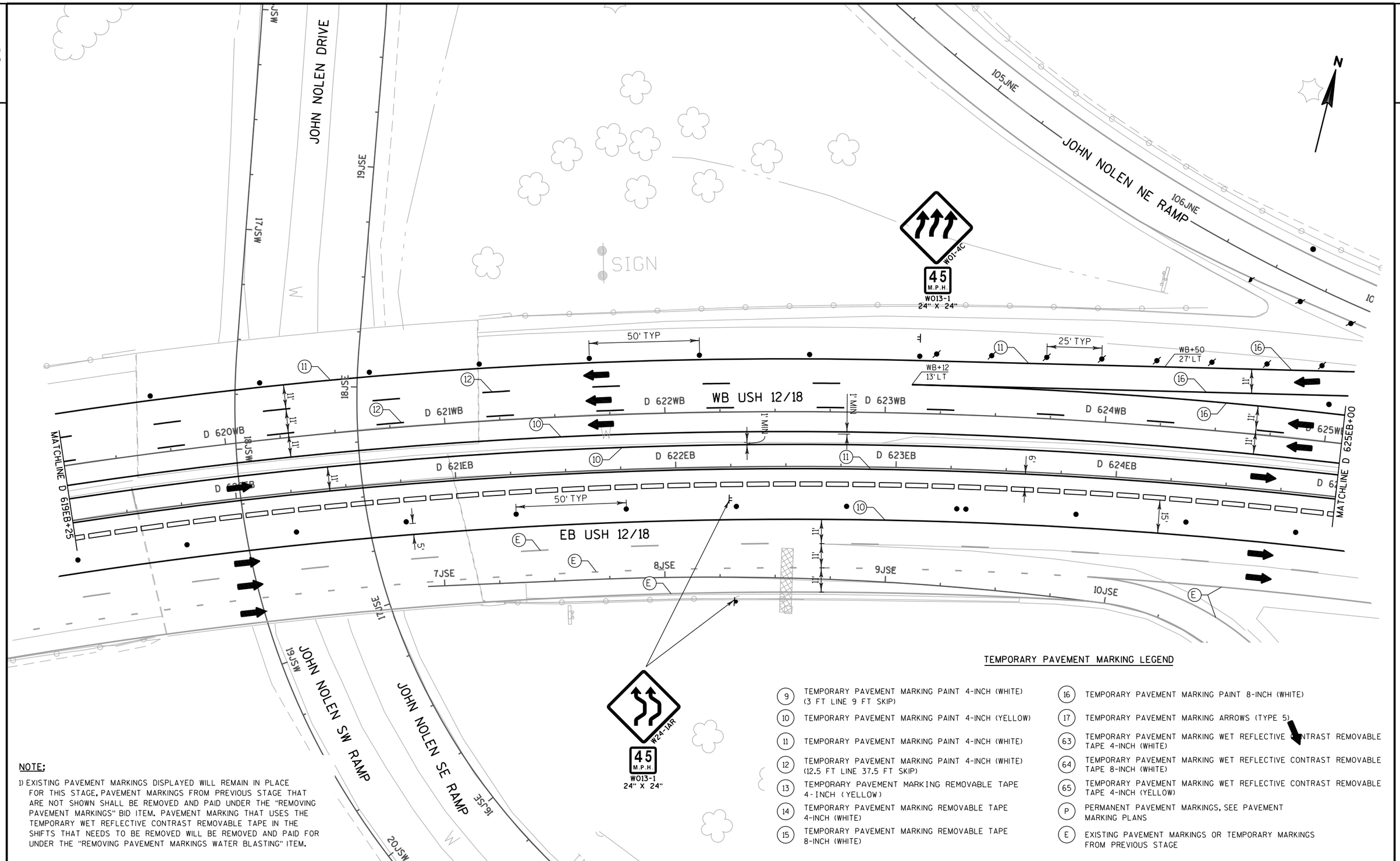
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TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2	SHEET 239	E

2



NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

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- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2	SHEET 240	E

2

EXIT 263

John Nolen Dr

EXIT ONLY

COVER SIGN

W04-3R

EXIT

E5-1
60" X 48"

WISCONSIN & SOUTHERN RAILROAD

N

JOHN NOLEN NE RAMP

WB+41 45'LT

WB+25 23'LT

WB+25 13'LT

WB+74 39'LT

108JNE

WB+08 49'LT

WB+60 43'LT

WB+84 45'LT

WB+61 16'LT

25' TYP

WB USH 12/18

D 626WB

E 627WB

E 628WB

E 629WB

E 630WB

MATCHLINE D 625EB+00

D 626EB

D 627EB

EB USH 12/18

D 628EB

E 19EB

E 20EB

MATCHLINE E 21EB+00

50' TYP

EB+53 24'RT

EB+53 35'RT

EB+07 15'RT

CC

EB+53 24'RT

EB+53 35'RT

EB+53 46'RT

50' (TYP)

10:1 BARRIER TAPER

EB+36 8'RT

EB+36 3'RT

EB+89 31'RT

EB+89 35'RT

EB+89 46'RT

EB+89 57'RT

29JSW

30JSW

31JS

28JSW

27JSW

JOHN NOLEN SW RAMP

11JSE

W5-52L
12" X 36"

W5-52R
12" X 36"

1' MIN

NOTE:

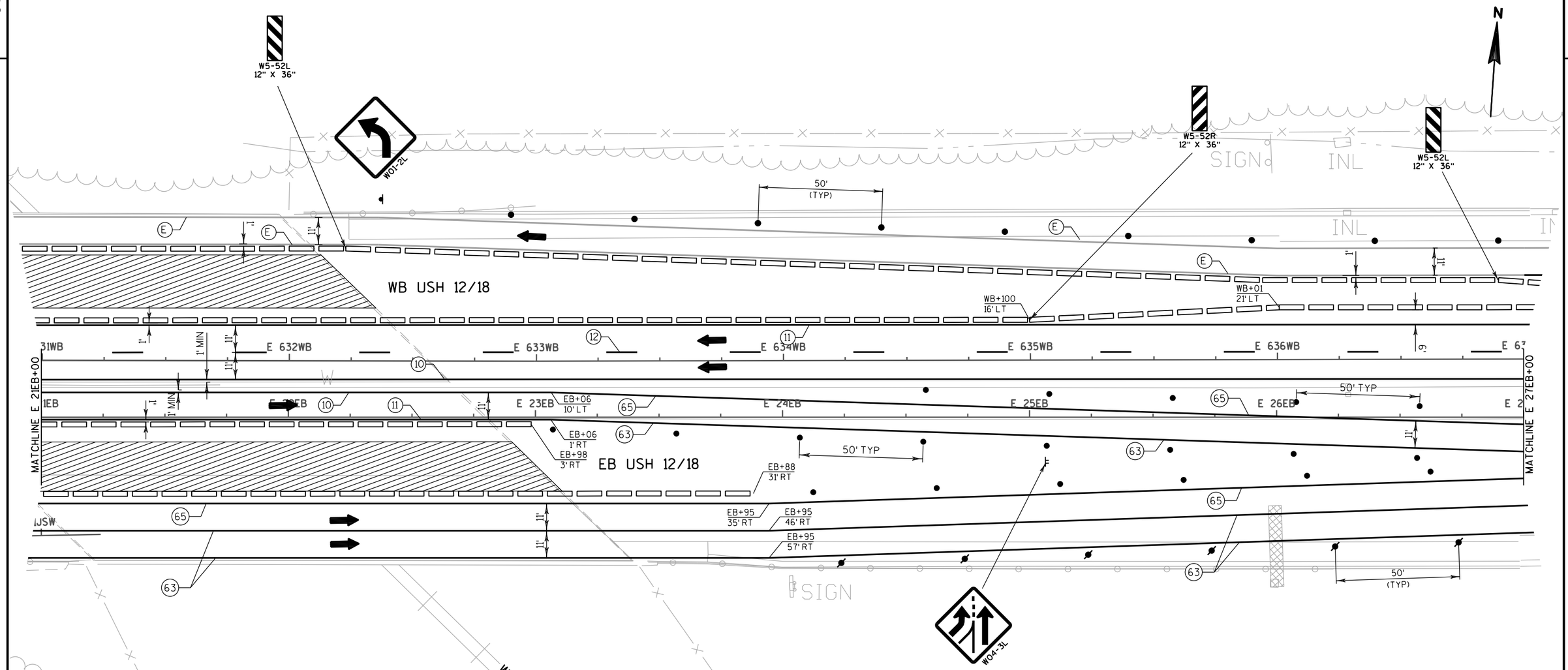
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TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)	16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)	63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)	64	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2	SHEET 241	E

2



NOTE:

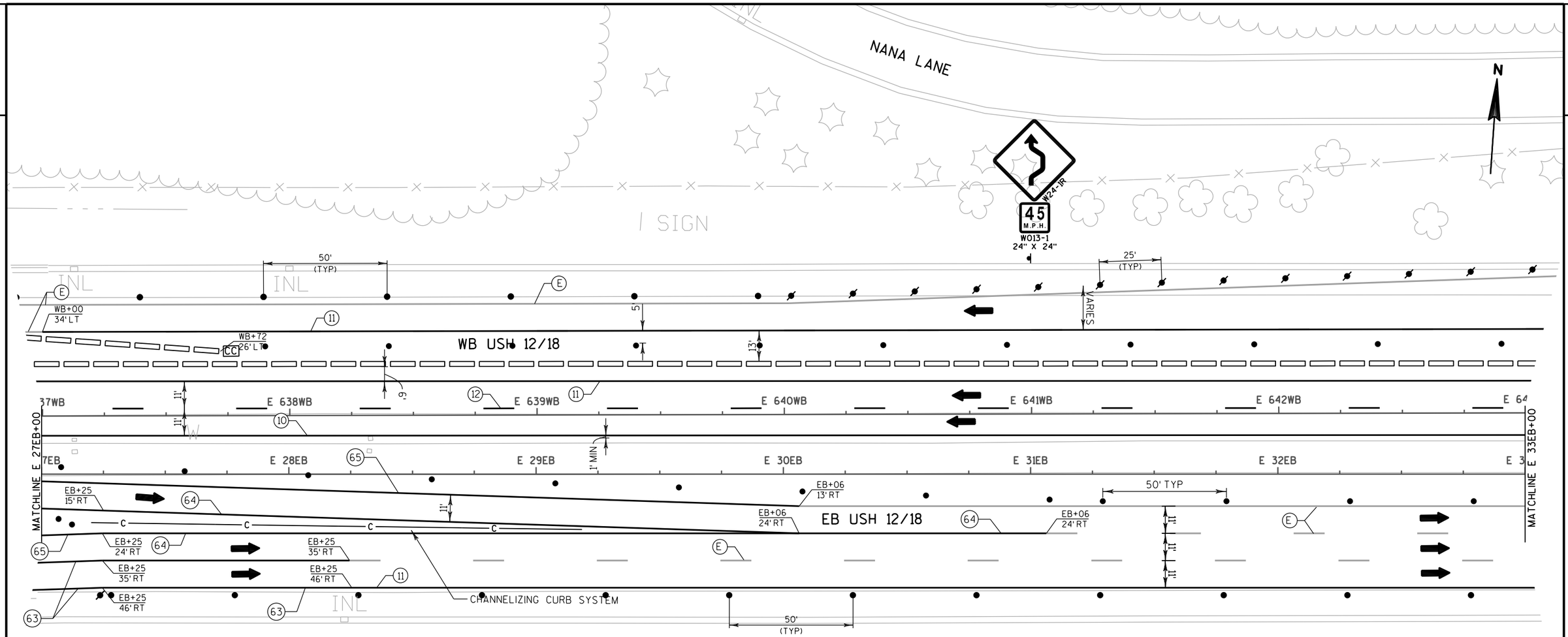
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TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS. SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2	SHEET 242	E

2



TEMPORARY PAVEMENT MARKING LEGEND

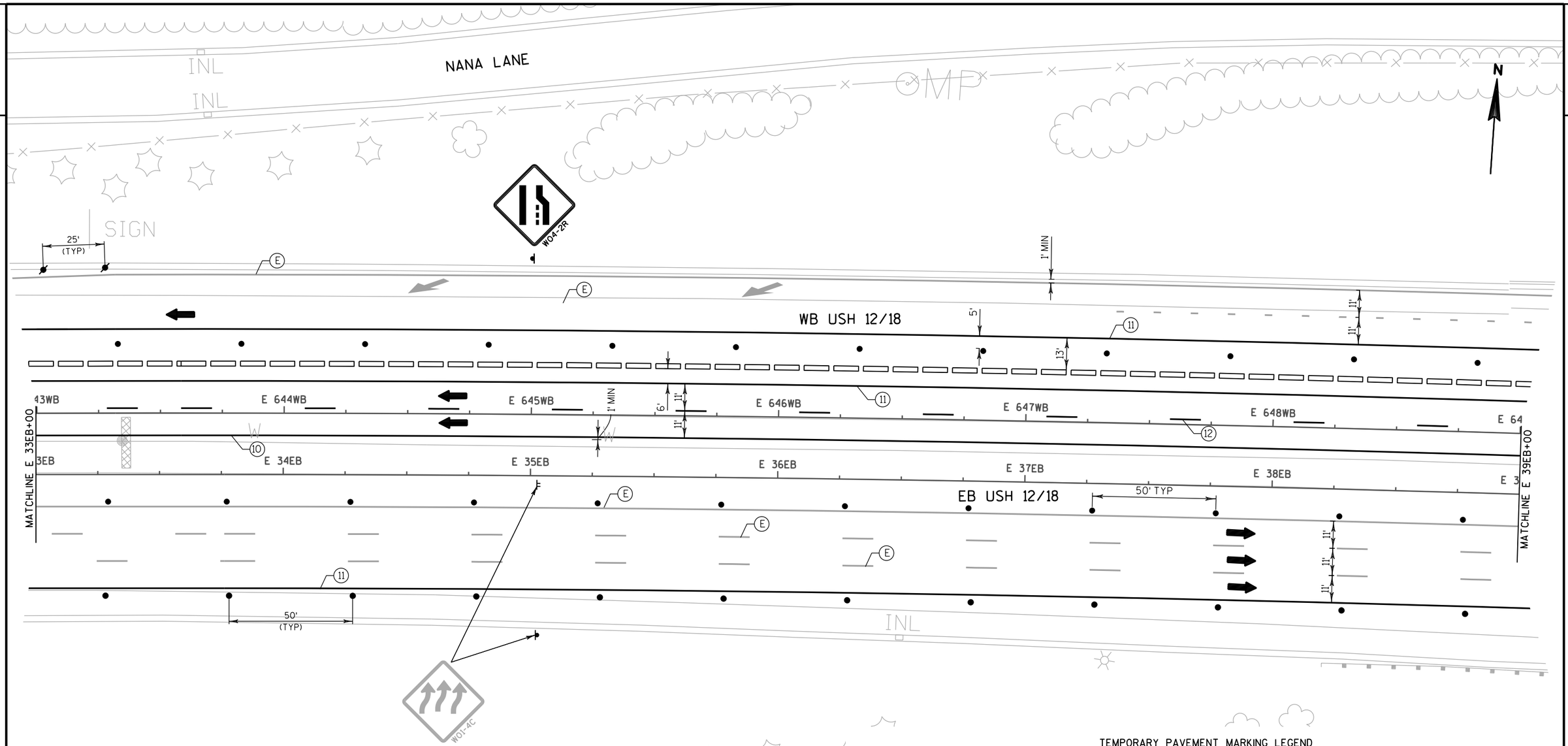
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- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
- (63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- (64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2	SHEET 243	E

2



NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

TEMPORARY PAVEMENT MARKING LEGEND

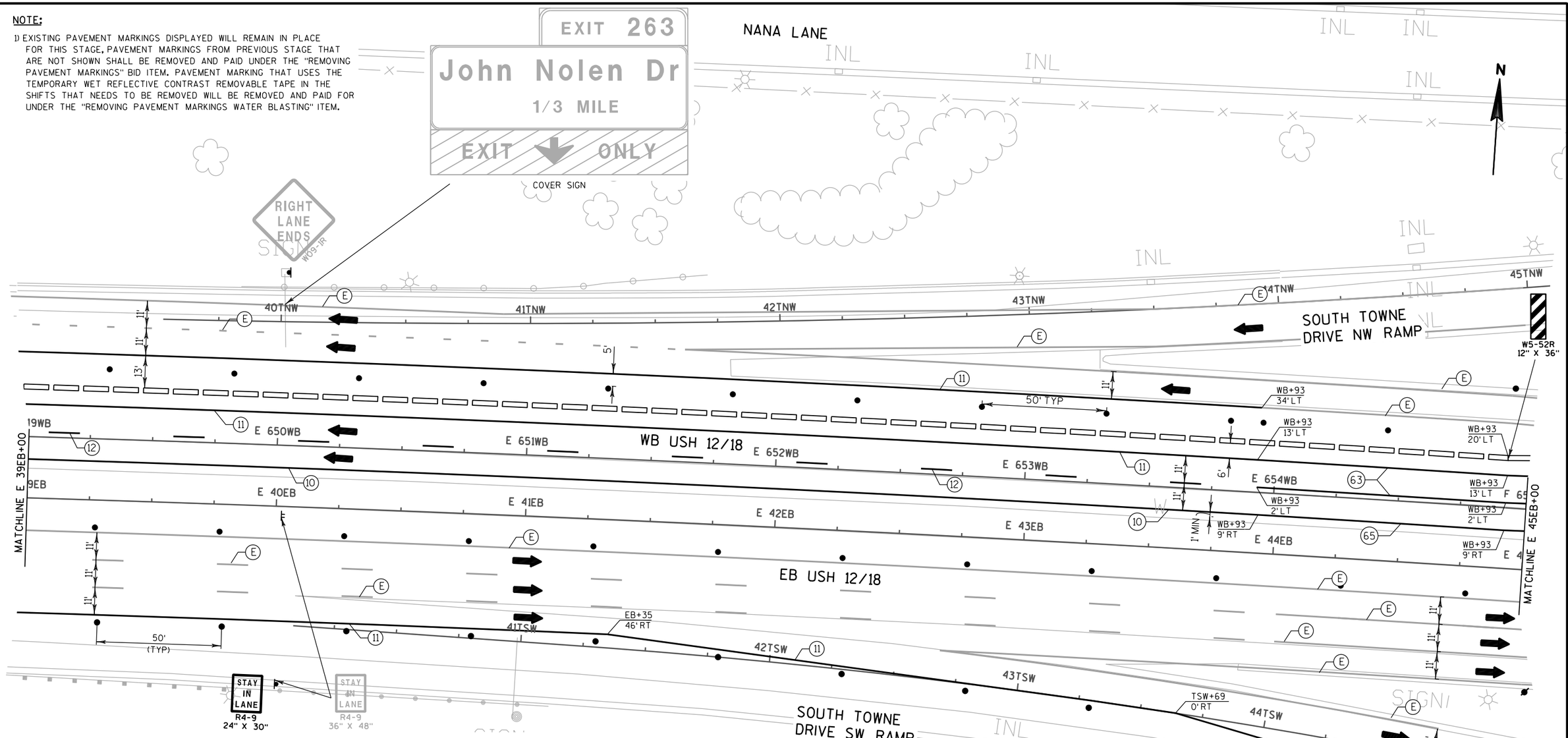
(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
(10)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
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(16)	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
(17)	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
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(65)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(P)	PERMANENT PAVEMENT MARKINGS. SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

106

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2	SHEET 244	E

NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.



TEMPORARY PAVEMENT MARKING LEGEND

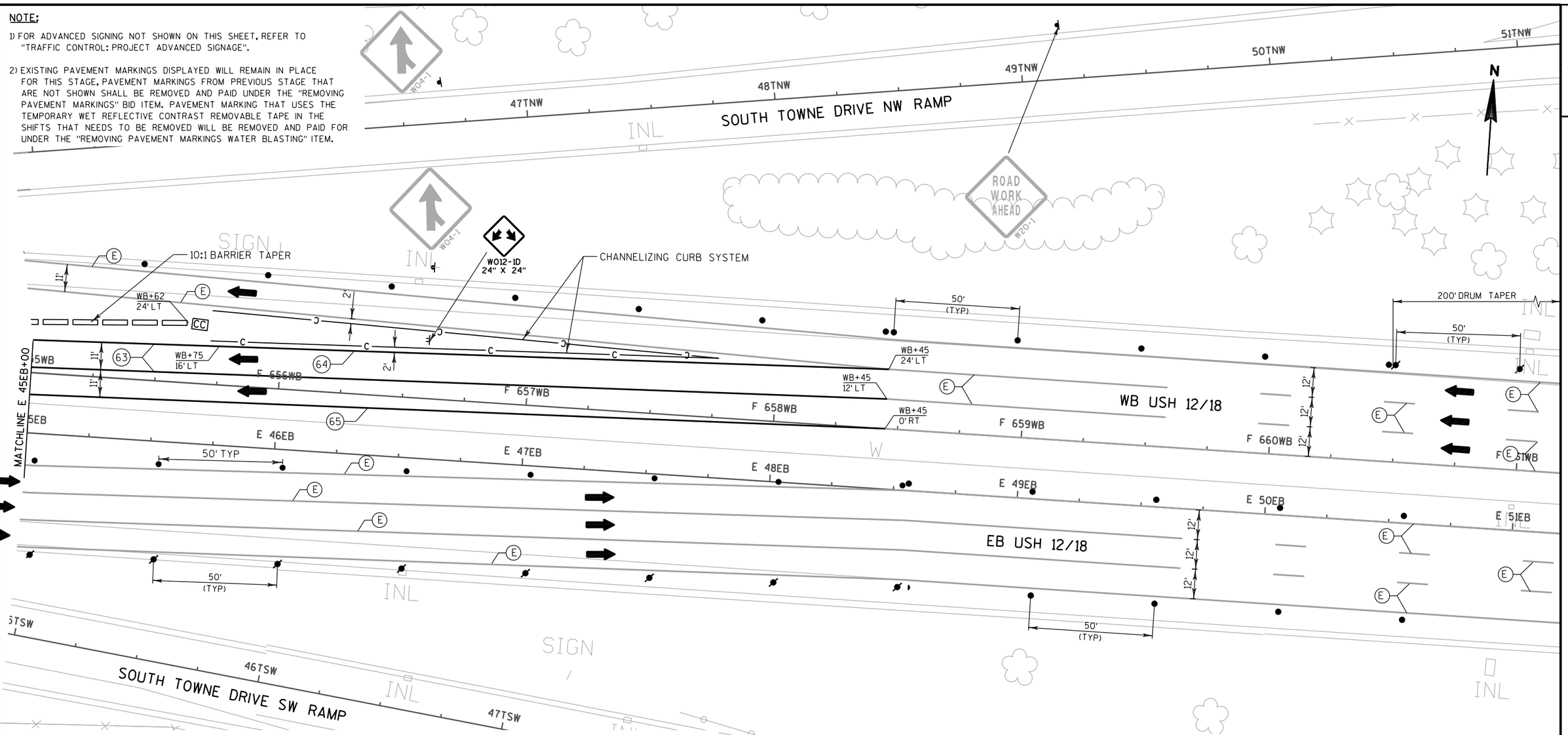
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(10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	(17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
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(13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	(65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	(P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	(E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2	SHEET 245	E

NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

2) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.



TEMPORARY PAVEMENT MARKING LEGEND

(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE



SIGN PLACED AT F 663WB+50 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



SIGN PLACED AT F 132EB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)



SIGN PLACED AT F 678WB+50 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



SIGN PLACED AT G 711WB+25 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2	SHEET 246	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\026329_st-JN_st2.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

R/L RIMROCK ROAD NW RAMP

591RNW

590RNW

589RNW

RIMROCK ROAD NW RAMP

WB USH 12/18

R/L WB USH 12/18

C 593WB

C 592WB

C 591WB

C 590WB

B 589WB

EB USH 12/18

R/L EB USH 12/18

C 593EB

C 592EB

C 591EB

C 590EB

B 589EB

N

SIGN

MH

LANE CLOSED
R11-2(MOD)
48" X 30"

TYPE III BARRICADE

TYPE III BARRICADE

MATCHLINE 594RSW+25

R/L RIMROCK ROAD SW RAMP

594RSW

593RSW

592RSW

591RSW

590RSW

589RSW

25' TYP.

RIMROCK ROAD SW RAMP

ONLY
R3-5L
42" X 48"

RIGHT TURN ONLY
R3-53R
24" X 30"

COVER SIGNS

ONE WAY

ADD FLAGS TO EXISTING SIGN

ONLY
R3-5L
42" X 48"

LEFT TWO LANES CLOSED AHEAD
W20-5A

RIPRAP

WALLS

END ROAD WORK
G20-2A
48" X 24"

13'

12'

MH

RIMROCK ROAD

LEGEND

COVER EXISTING TRAFFIC SIGNAL

NOTES:
(1) ALL PAVEMENT MARKINGS SHOWN ARE EXISTING, DO NOT DISTURB UNLESS OTHERWISE DIRECTED BY FIELD ENGINEER
(2) ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE IN PLACE PRIOR TO THE CLOSURE OF THE SOUTHBOUND JOHN NOLEN TO EB USH 12/18 ONRAMP
(3) PORTABLE MESSAGE SIGN TO BE PLACED ON OFF-RAMP PRIOR TO LANE CLOSURE. REFER TO SPECIALS FOR DURATION.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2 & 3 - RIMROCK ROAD	SHEET 247	E

2

2

C 594WB
C 594EB
C 595WB
C 595EB
C 596WB
C 596EB
C 597WB
C 597EB
C 598WB
C 598EB
596RNW
597RNW
RIMROCK ROAD NW RAMP
R/L RIMROCK ROAD NW RAMP
WB USH 12/18
EB USH 12/18
R/L WB USH 12/18
R/L EB USH 12/18
MATCHLINE 594RSW+25
595RSE
RIMROCK ROAD SE RAMP
R/L RIMROCK ROAD SE RAMP
RIMROCK ROAD
MATCHLINE RIMROCK-01
10' TYP.
12'
11'
9'
10'
12'
10'
10'
11'
LANE CLOSED
R11-2(MOD)
48" X 30"
TYPE III BARRICADE
TYPE III BARRICADE
RAMP CLOSED AHEAD
W020-3A(MOD)-RU
48" X 48"
DETOUR AHEAD
W20-2
DETOUR M4-8 24" X 12"
WEST 12
M6-1 21" X 21"
DETOUR M4-8 24" X 12"
WEST 18
M6-1 21" X 21"
MH
SIGN
INL

LEGEND

COVER EXISTING TRAFFIC SIGNAL

NOTES:
(1) ALL PAVEMENT MARKINGS SHOWN ARE EXISTING, DO NOT DISTURB UNLESS OTHERWISE DIRECTED BY FIELD ENGINEER
(2) ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE IN PLACE PRIOR TO THE CLOSURE OF THE SOUTHBOUND JOHN NOLEN TO EB USH 12/18 ONRAMP
(3) EASTBOUND RAMP TERMINAL INTERSECTION REQUIRES MODIFICATION TO EXISTING TRAFFIC SIGNAL TIMING. WORK WITH THE CITY OF MADISON FOR SIGNAL RE-TIMING

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2 & 3 - RIMROCK ROAD	SHEET 248	E

2

596RNW

RIMROCK ROAD NW RAMP

597RNW

598RNW

599RNW

R/L RIMROCK ROAD NW RAMP

COVER SIGNS

TYPE III BARRICADE

10' TYP.

RAMP CLOSED
R11-2(MOD)
48" X 30"

MATCHLINE RIMROCK-01

10' TYP.

STOP
R1-1
36" X 36"

ONE WAY
R6-2R
24" X 30"

RIMROCK ROAD

11'
11'
12'
11'

DETOUR WEST 12 — M4-8 24" X 12"
DETOUR WEST 18 — M3-4 24" X 12"
M1-4 24" X 24"
M6-1 21" X 21"

PLACE THESE DETOUR SIGNS
150-FEET AFTER INTERSECTION
WITH RUSK STREET ON
NORTHBOUND RIMROCK ROAD
OUTSIDE SHOULDER

RIMROCK ROAD NE RAMP

25' TYP.

RIGHT TURN ONLY
R3-53R
24" X 30"

TYPE III BARRICADE

MATCHLINE 600RNE+50

WB USH 12/18

C 598WB

R/L WB USH 12/18

R/L EB USH 12/18

SIGN

MH

INL

WALLS

LEGEND

COVER EXISTING TRAFFIC SIGNAL

NOTES:
(1) ALL PAVEMENT MARKINGS SHOWN ARE EXISTING, DO NOT DISTURB UNLESS OTHERWISE DIRECTED BY FIELD ENGINEER
(2) ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE IN PLACE PRIOR TO THE CLOSURE OF THE SOUTHBOUND JOHN NOLEN TO EB USH 12/18 ONRAMP

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2 & 3 - RIMROCK ROAD	SHEET 249	E

2

N

LANE CLOSED
R11-2(MOD)
48" X 30"

TYPE III BARRICADE

R3-8P
54" X 30"

COVER SIGN
ADD FLAGS

LEFT TWO LANES CLOSED AHEAD
W20-5A

R/L RIMROCK ROAD NE RAMP

R/L WB USH 12/18

R/L EB USH 12/18

25' TYP.

600RNE
601RNE
602RNE
603RNE
604RNE
605RNE

RIMROCK ROAD NE RAMP

MATCHLINE 600RNE+50

C 601WB
C 602WB
C 602EB
C 603WB
C 603EB
C 604WB
C 604EB
C 605WB
C 605EB

WB USH 12/18
EB USH 12/18

603RSE

RIPRAP
SIGN
MH
MP
2_021

NOTES:
(1) ALL PAVEMENT MARKINGS SHOWN ARE EXISTING, DO NOT DISTURB UNLESS OTHERWISE DIRECTED BY FIELD ENGINEER
(2) ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE IN PLACE PRIOR TO THE CLOSURE OF THE SOUTHBOUND JOHN NOLEN TO EB USH 12/18 ONRAMP
(3) PORTABLE MESSAGE SIGN TO BE PLACED ON OFF-RAMP PRIOR TO LANE CLOSURE. REFER TO SPECIALS FOR DURATION.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2 & 3 - RIMROCK ROAD	SHEET 250	E

2



NOTES:
(1) ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE IN PLACE PRIOR TO THE CLOSURE OF THE SOUTHBOUND JOHN NOLEN TO EB USH 12/18 ONRAMP

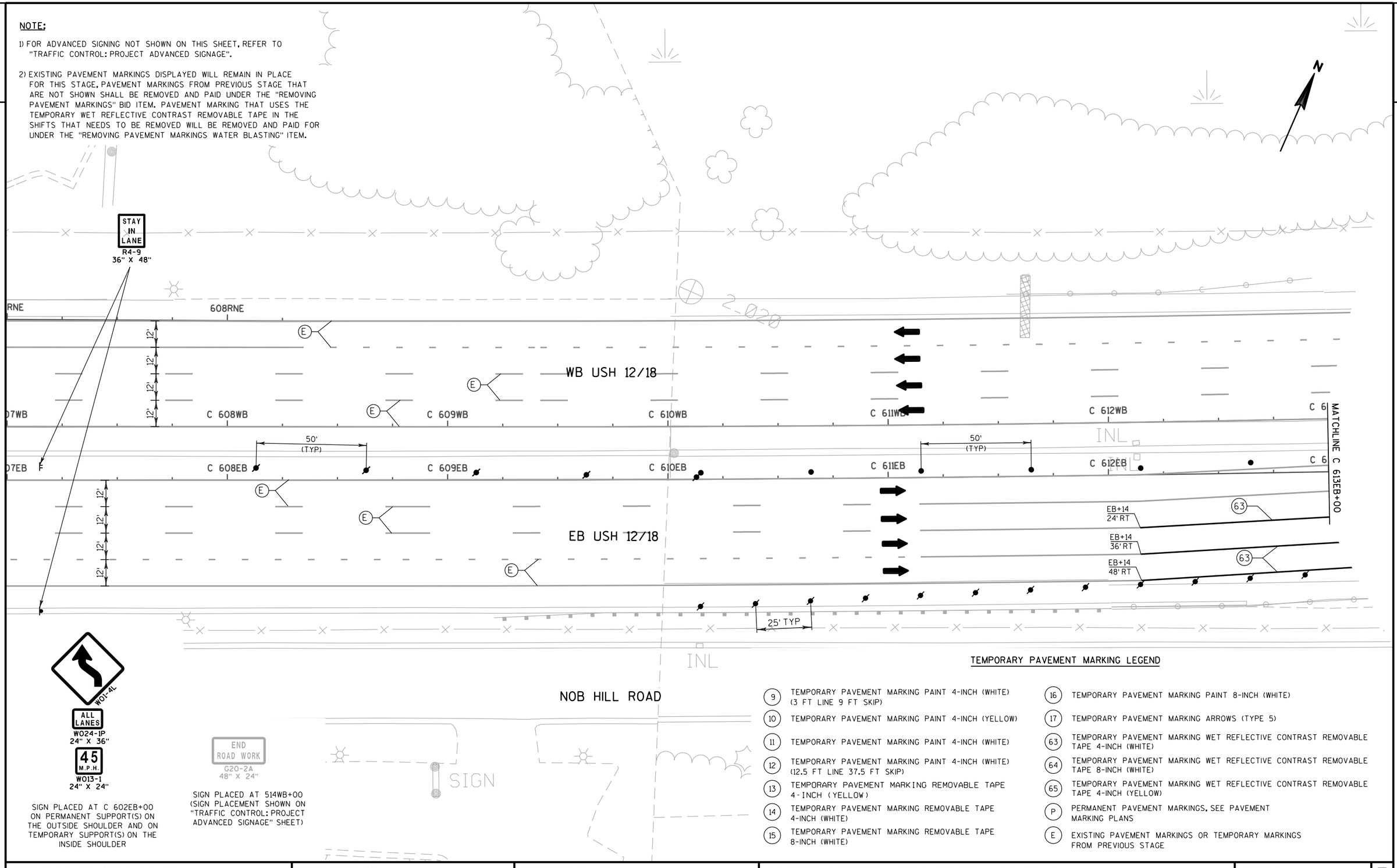
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 2 & 3 - RIMROCK ROAD	SHEET 251	E

2

NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

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W01-4L
ALL LANES
W024-1P
24" X 36"
45 M.P.H.
W013-1
24" X 24"

SIGN PLACED AT C 602EB+00 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

END ROAD WORK
G20-2A
48" X 24"

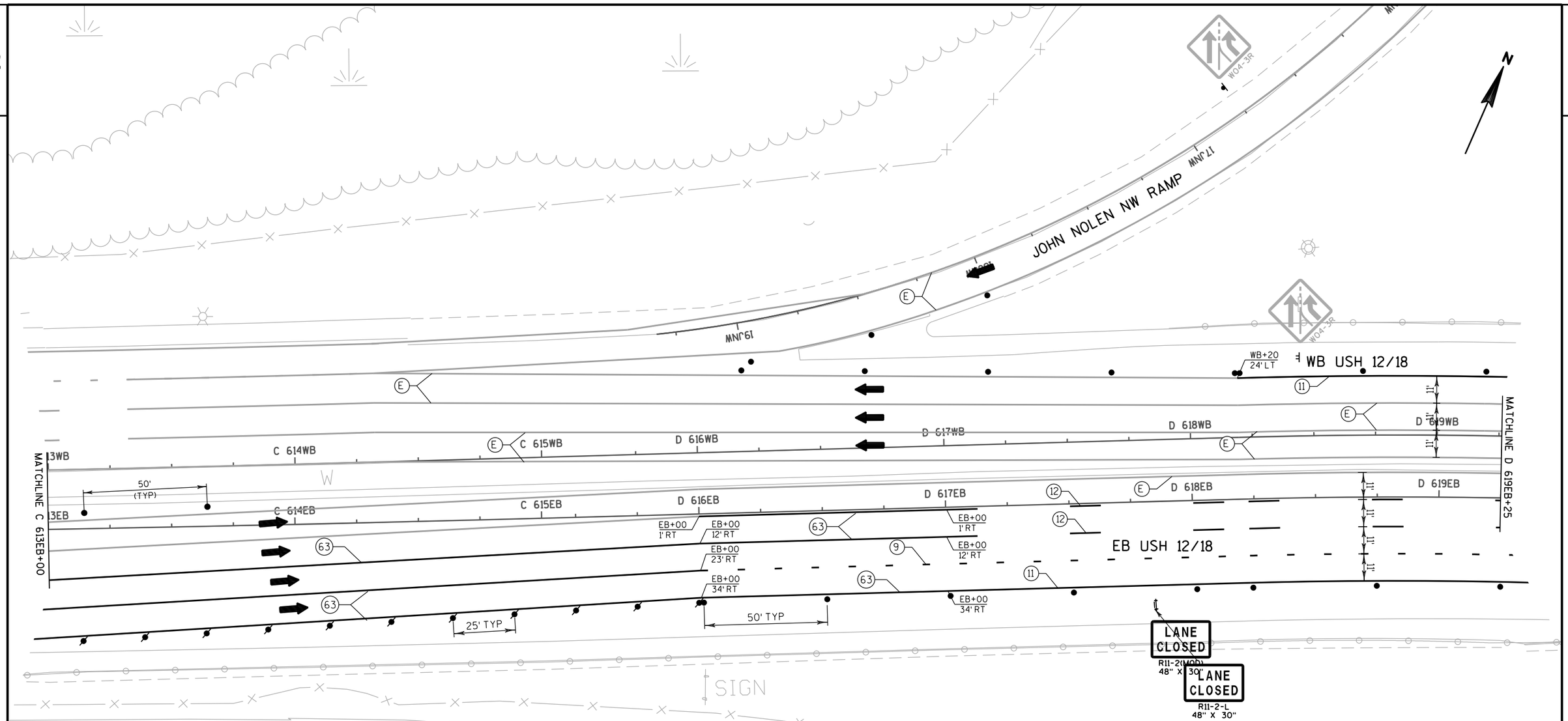
SIGN PLACED AT 514WB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
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16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
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P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 3	SHEET 252	E

2



NOTE:

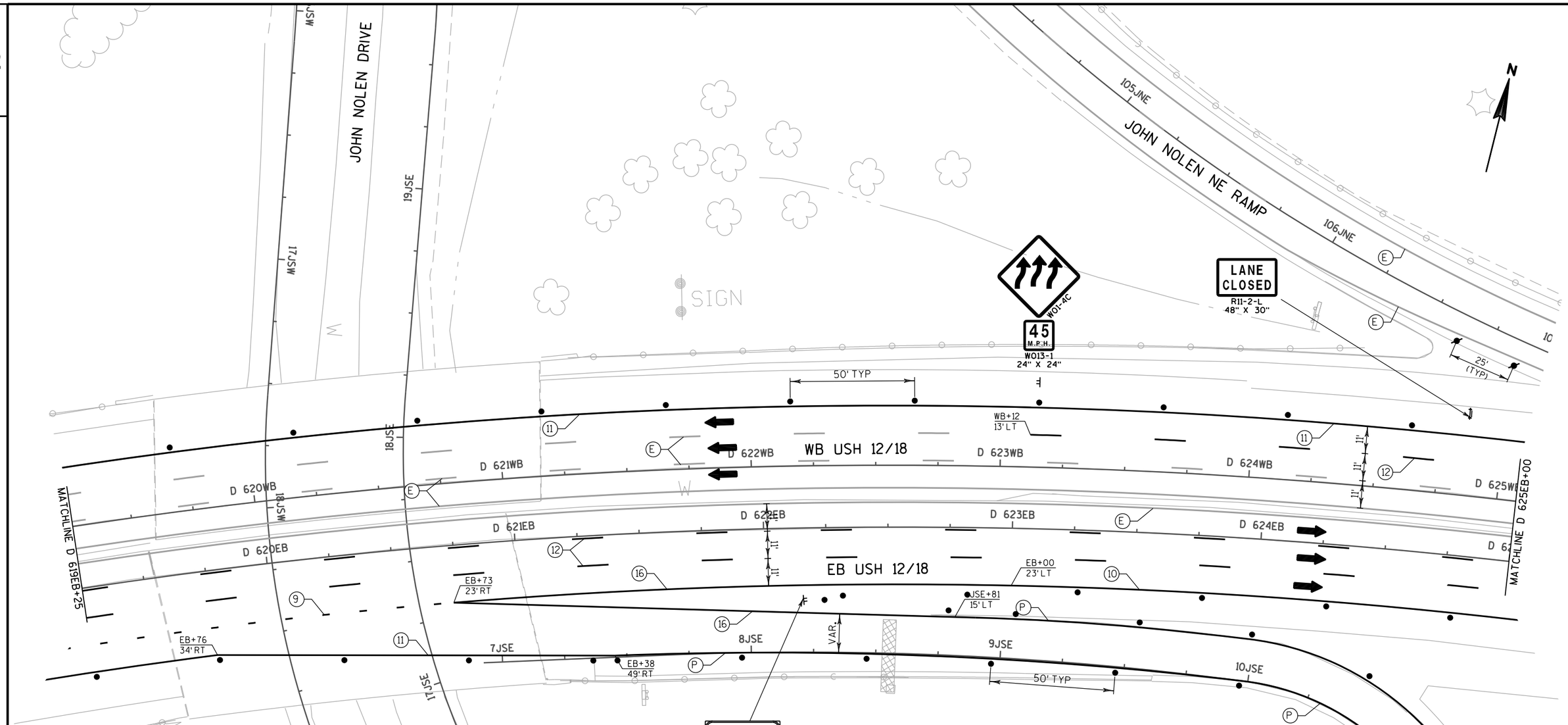
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TEMPORARY PAVEMENT MARKING LEGEND

(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 3	SHEET 253	E

2



NOTE:

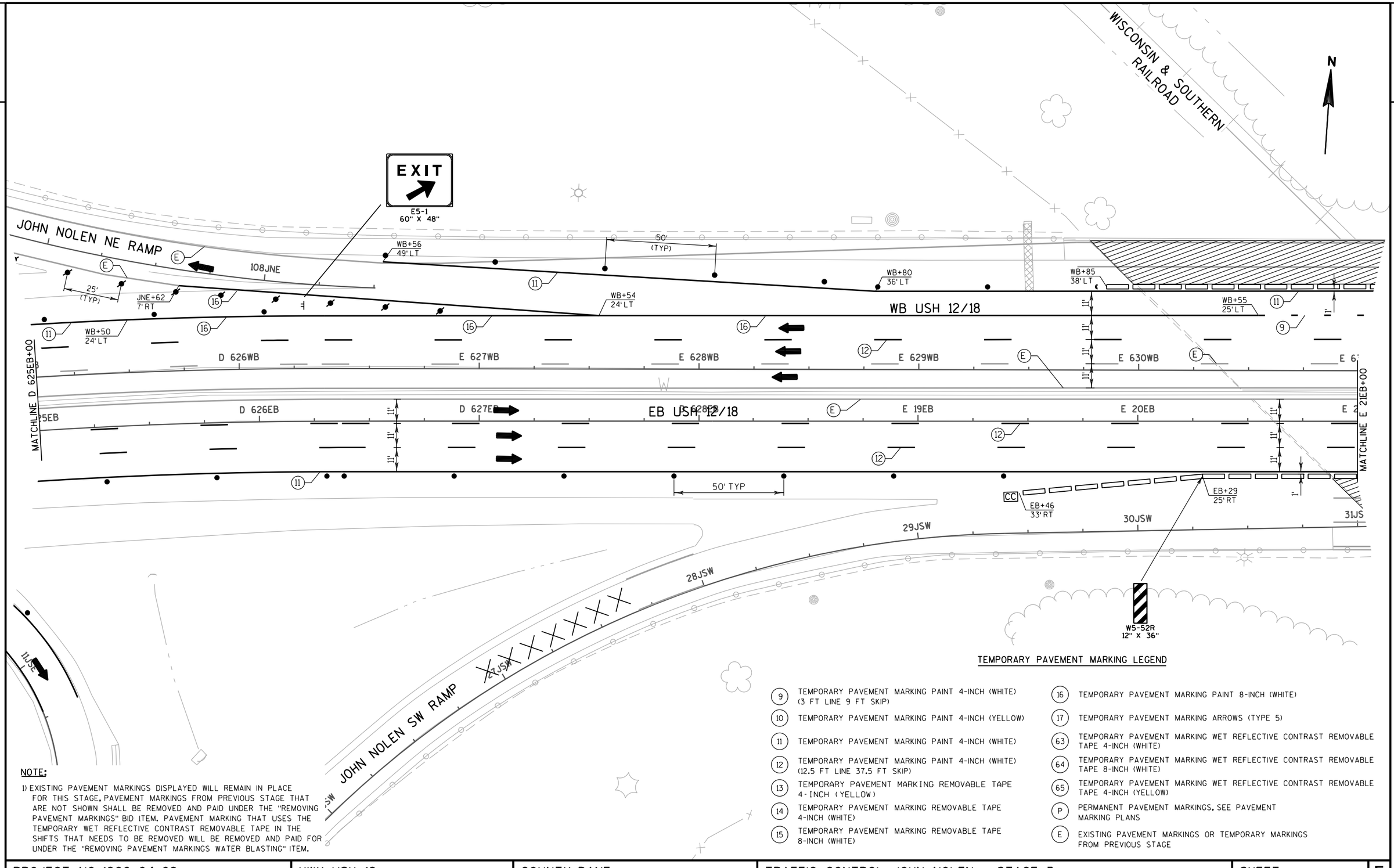
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(65)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 3	SHEET 254	E

2



TEMPORARY PAVEMENT MARKING LEGEND

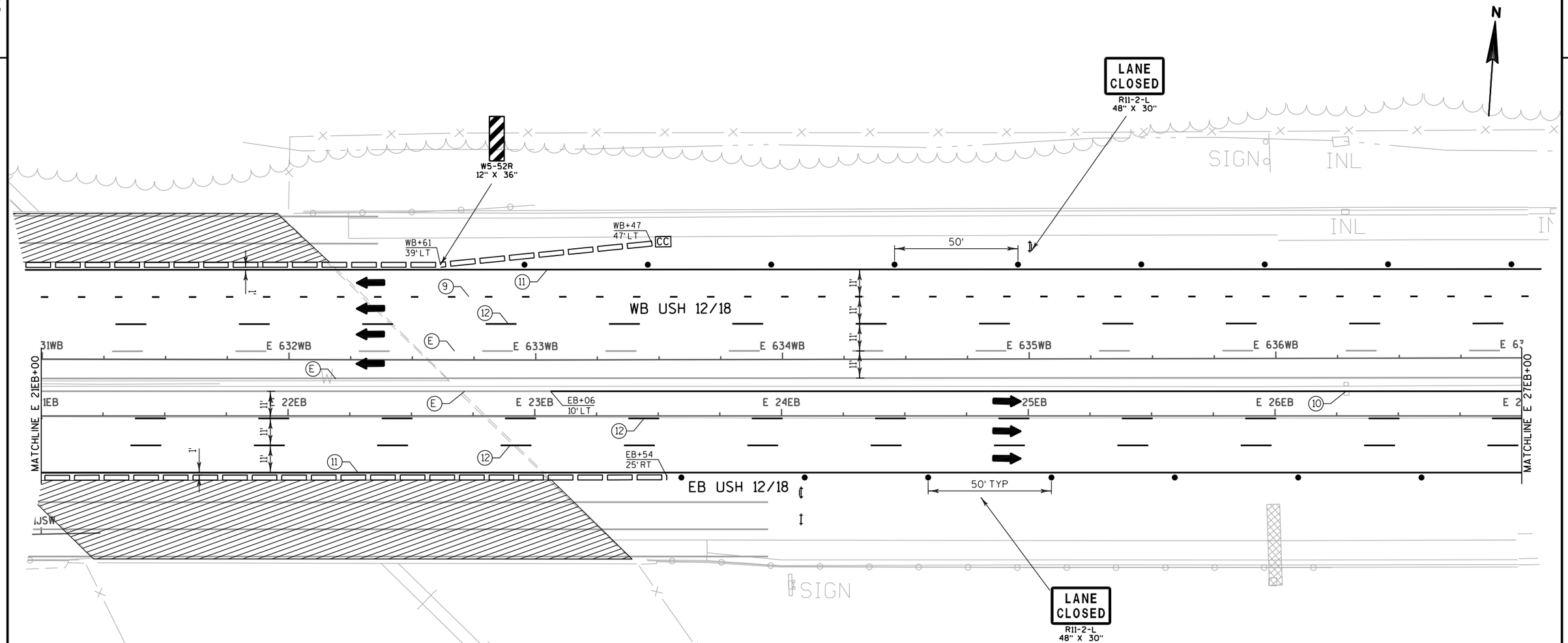
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- (63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
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- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 3	SHEET 255	E

2



NOTE:

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TEMPORARY PAVEMENT MARKING LEGEND

(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
(10)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
(11)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
(12)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(14)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
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(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 3	SHEET 256	E

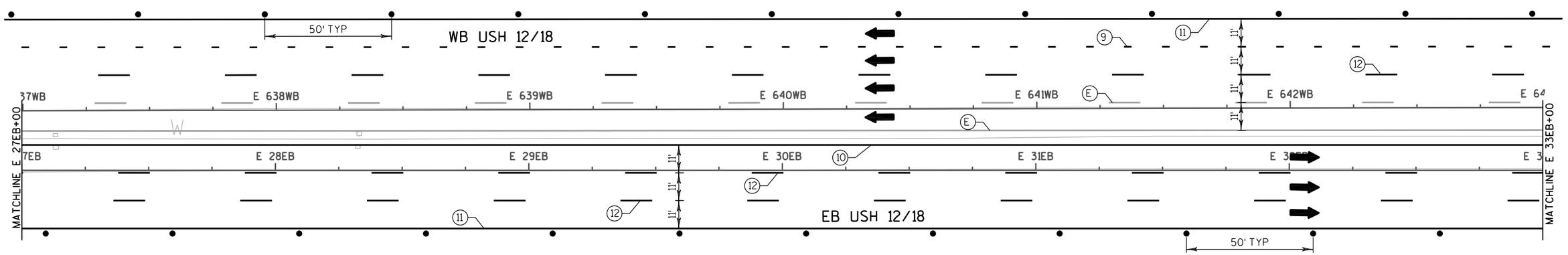
2

NANA LANE

N

/ SIGN

INL INL



INL

/ SIGN

NOTE:

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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 3	SHEET 257	E

2

NANA LANE

INL

INL

OMP

SIGN

N

LANE CLOSED
R11-2-L
48" X 30"

WB USH 12/18

WB+28
35' LT

50' TYP

WB+57
24' LT

43WB | E 644WB | E 645WB | E 646WB | E 647WB | E 648WB | E 64

3EB | E 34EB | E 35EB | E 36EB | E 37EB | 38EB | E 3

MATCHLINE E 33EB+00

MATCHLINE E 39EB+00

EB USH 12/18

EB+55
23' RT

50'
(TYP)

EB+11
23' RT

EB+53
42' RT

50' TYP

LANE CLOSED
R11-2-L
48" X 30"

INL

NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

106

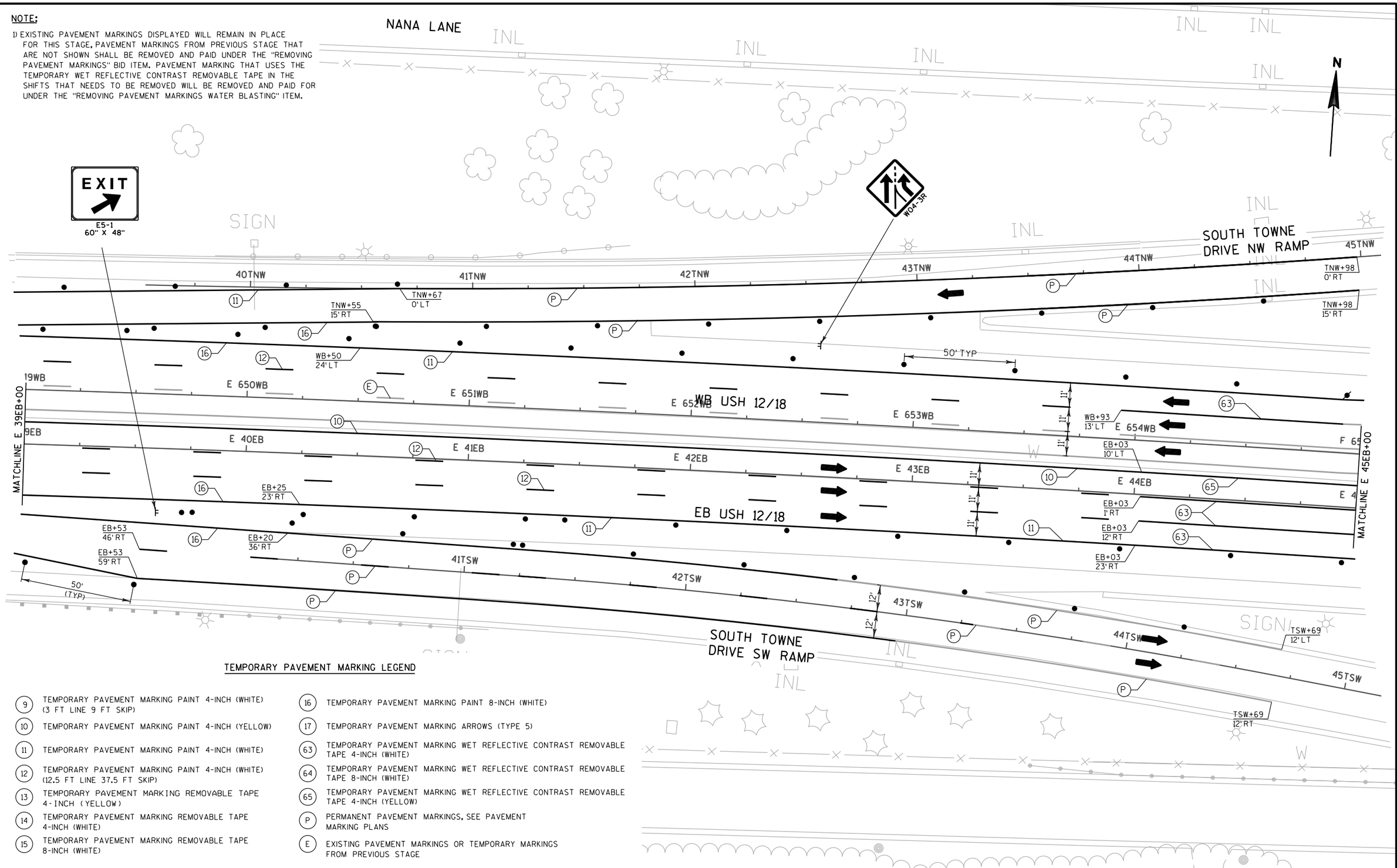
TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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- (13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 3	SHEET 258	E

NOTE:

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(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	(65)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(14)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(15)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

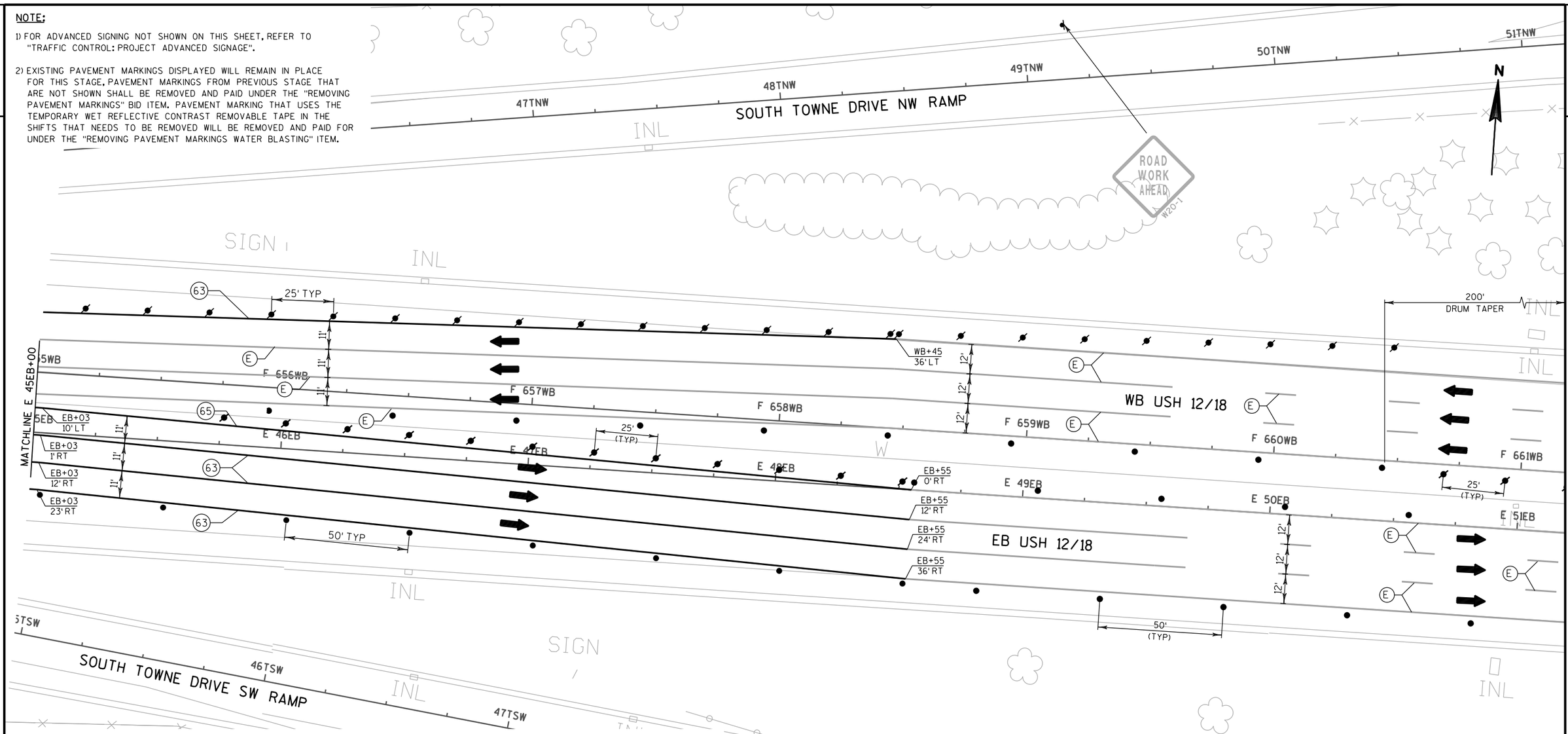
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 3	SHEET 259	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\026338_st-JN_st3.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 40:1

NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

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(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE



SIGN PLACED AT F 663WB+50 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER



SIGN PLACED AT F 132EB+00 (SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)



SIGN PLACED AT F 668WB+50 ON PERMANENT SUPPORT(S) ON THE OUTSIDE SHOULDER AND ON TEMPORARY SUPPORT(S) ON THE INSIDE SHOULDER

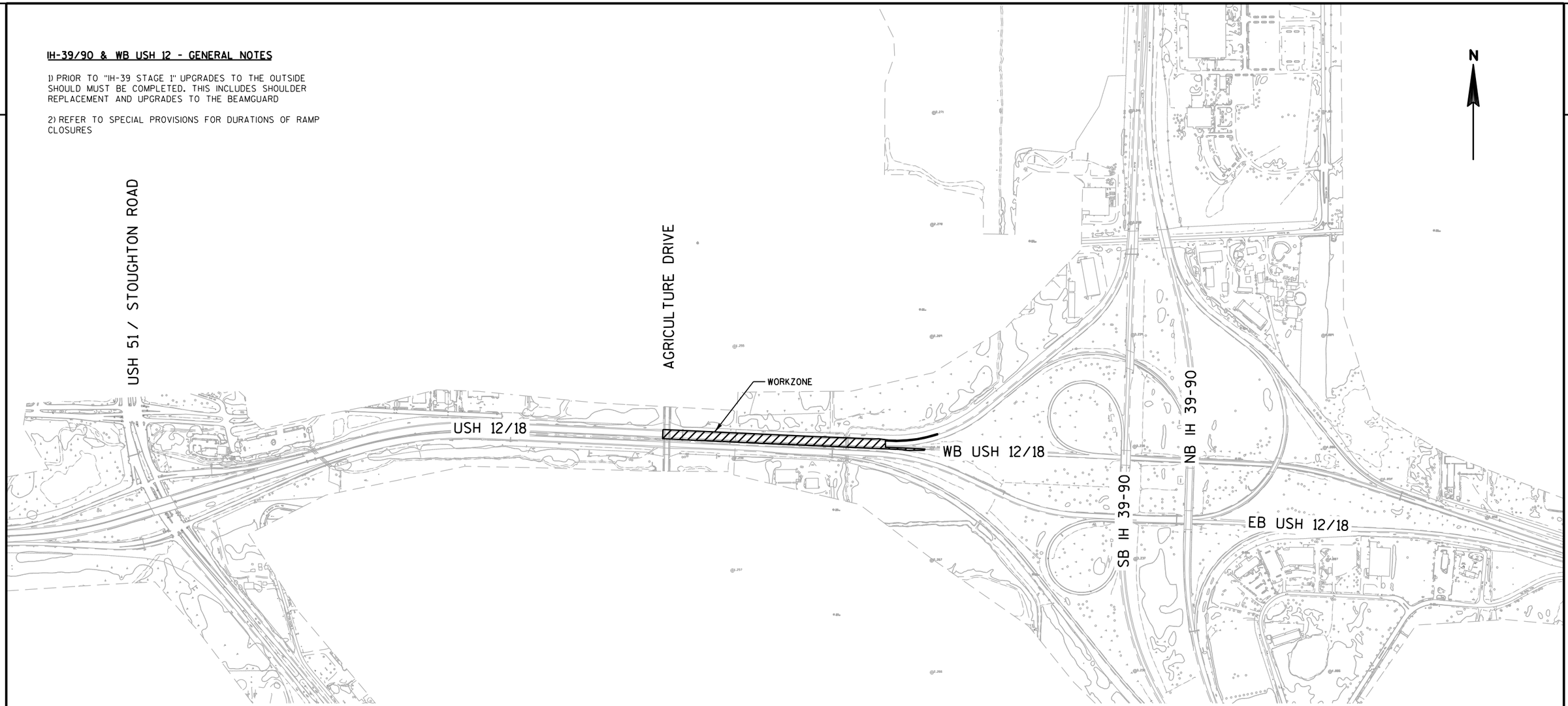
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: JOHN NOLEN - STAGE 3	SHEET 260	E

2

IH-39/90 & WB USH 12 - GENERAL NOTES

1) PRIOR TO "IH-39 STAGE 1" UPGRADES TO THE OUTSIDE SHOULD MUST BE COMPLETED. THIS INCLUDES SHOULDER REPLACEMENT AND UPGRADES TO THE BEAMGUARD

2) REFER TO SPECIAL PROVISIONS FOR DURATIONS OF RAMP CLOSURES



2

IH-39/90 & WB USH 12 - GENERAL NOTES

NOTES

1) PRIOR TO WORK FOR THE 'IH 39-90 AT WB USH 12' SUBSEGMENT, THE WB OUTSIDE SHOULDER MUST BE RECONSTRUCTED THROUGH THE WORKZONE

IH-39/90 & WB USH 12 - STAGE 1

NOTES

1) TRAFFIC FROM IH-39/90 IS SHIFTED ONTO THE RIGHT SHOULDER
2) TRAFFIC ON WB USH 12 IS SHIFTED ONE LANE TO THE NORTH
3) AT NIGHT, REDUCE THE IH-39/90 TRAFFIC FROM THREE LANES TO TWO AND SHIFT THE WB USH 12 TRAFFIC AN ADDITIONAL LANE TO THE NORTH

CONSTRUCTION

- PAVE THE MEDIAN SHOULDER AND UPGRADE THE MEDIAN BEAMGUARD
- COMPLETE PATCHWORK ON THE LEFT LANE

IH-39/90 & WB USH 12 - STAGE 2

NOTES

1) TRAFFIC FROM IH-39/90 IS SHIFTED ONTO THE OUTSIDE SHOULDER
2) TRAFFIC ON WB USH 12 IS SHIFTED ONTO THE MEDIAN SHOULDER
3) KEEP THE LEFT-CENTER LANE CLOSED TO TRAFFIC TO GAIN APPROPRIATE CURE STRENGTH FOR CONCRETE PAVEMENT REPAIR
3) AT NIGHT REDUCE THE IH-39/90 TRAFFIC FROM THREE LANES TO TWO. WB USH 12 TRAFFIC REMAINS THE SAME.

CONSTRUCTION

- COMPLETE PATCHWORK ON THE LEFT-CENTER LANE

IH-39/90 & WB USH 12 - STAGE 3

NOTES

1) TRAFFIC FROM SB IH-39/90 REMAINS SHIFTED ONTO THE OUTSIDE SHOULDER
2) DRUMS AT REDUCED SPACING ARE PLACED TO PREVENT TRAFFIC FROM NB IH-39/90 MERGING WITH TRAFFIC FROM SB IH-39/90
3) TRAFFIC ON WB USH 12 REMAINS IN ITS PRESENT DAY LOCATION
4) KEEP THE RIGHT-CENTER LANE CLOSED TO TRAFFIC TO GAIN APPROPRIATE CURE STRENGTH FOR CONCRETE PAVEMENT REPLACEMENT
5) AT NIGHT, TRAFFIC USING THE NB IH-39/90 RAMP IS DETOURED AROUND THE WORKSITE. REFER TO SEPERATE DETOUR PLAN SHEETS

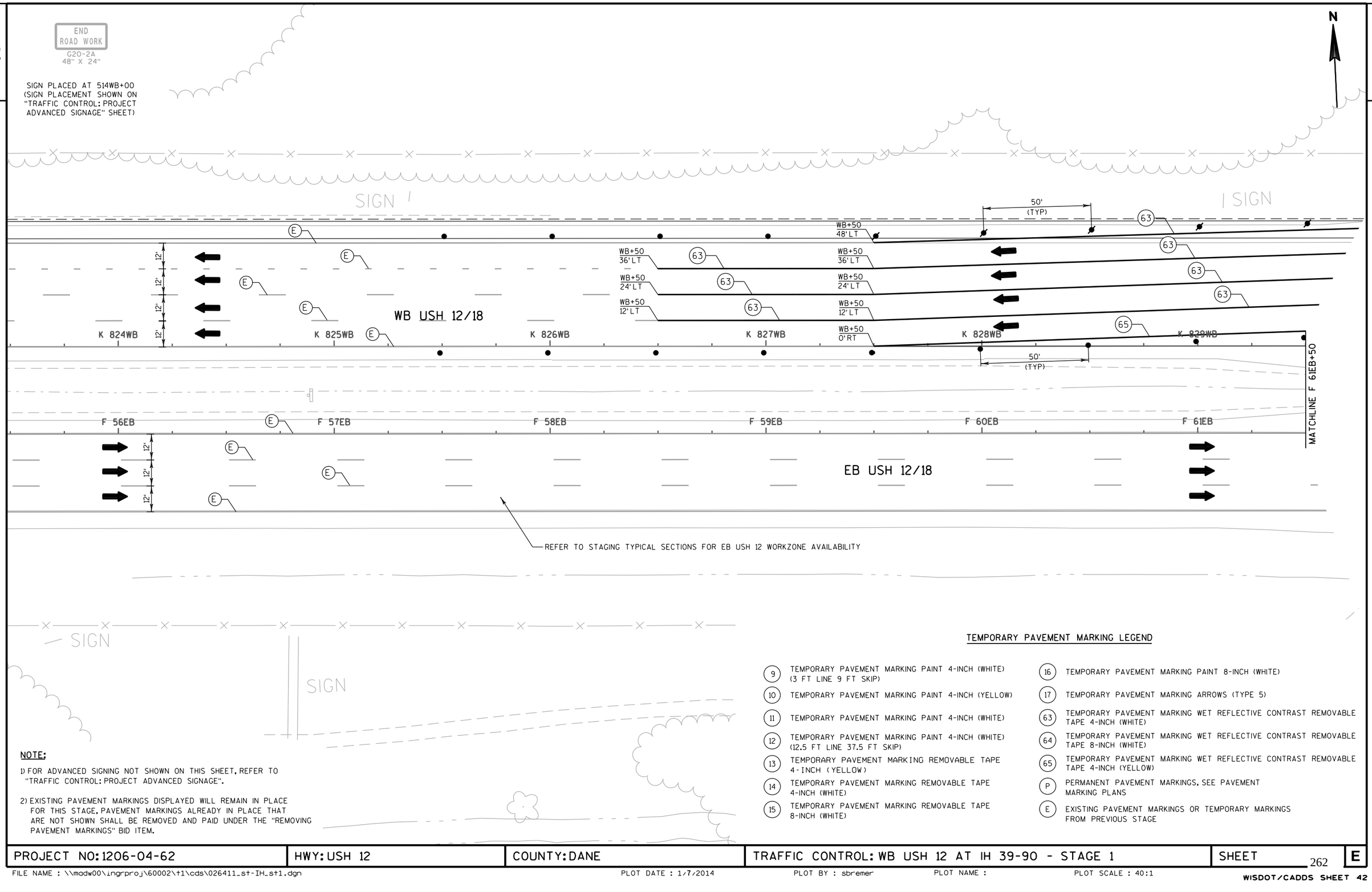
CONSTRUCTION

- REPAIR PAVEMENT IN THE RIGHT-CENTER LANE. REPLACE EXISTING CONCRETE WITH HIGH EARLY CONCRETE.

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: IH-39/90 AT WB USH 12 STAGING OVERVIEW	SHEET 261	E

END ROAD WORK
G20-2A
48" X 24"

SIGN PLACED AT 514WB+00
(SIGN PLACEMENT SHOWN ON
"TRAFFIC CONTROL: PROJECT
ADVANCED SIGNAGE" SHEET)



NOTE:

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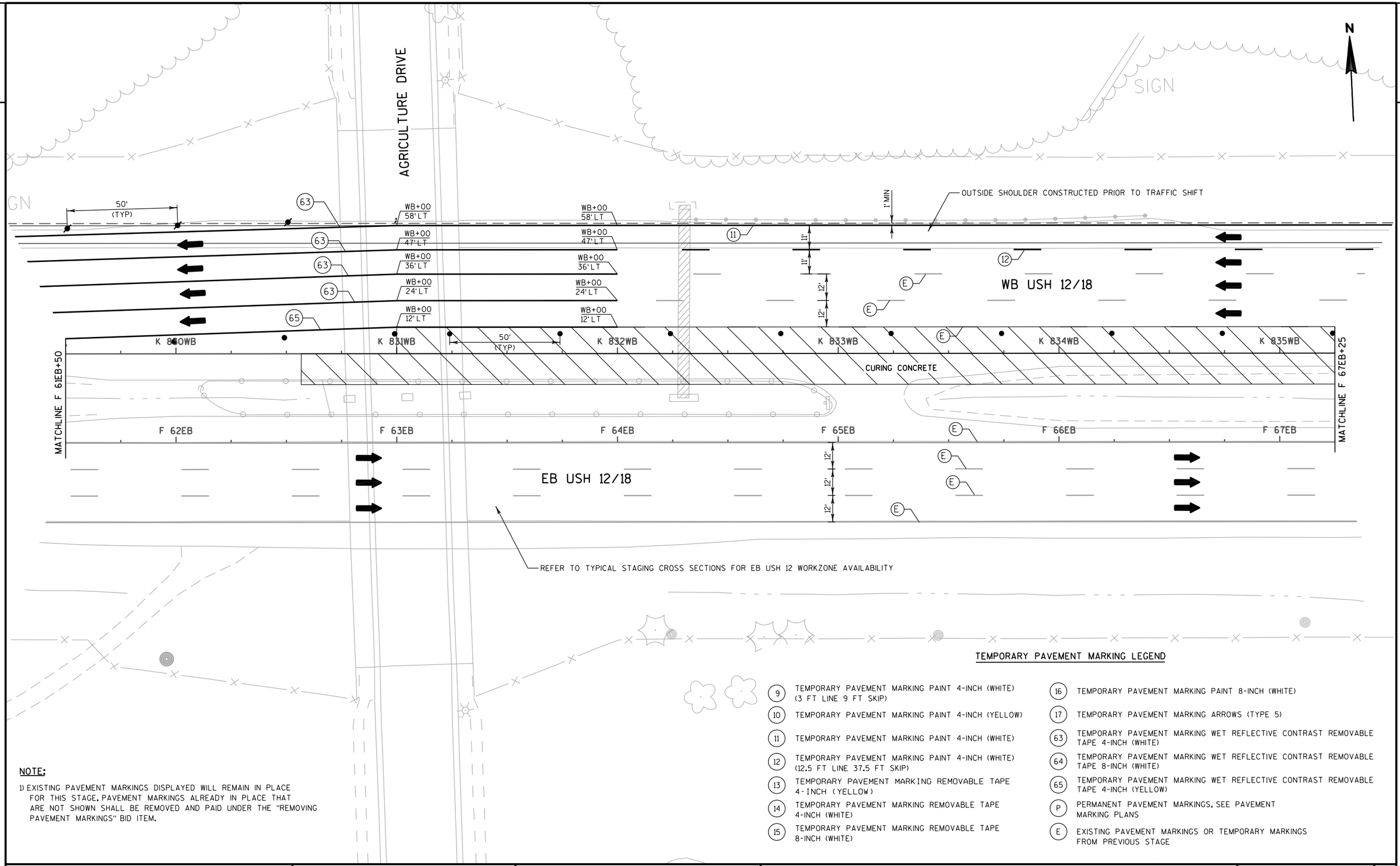
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TEMPORARY PAVEMENT MARKING LEGEND

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10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)	63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)	64	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 1	SHEET 262	E

2



NOTE:

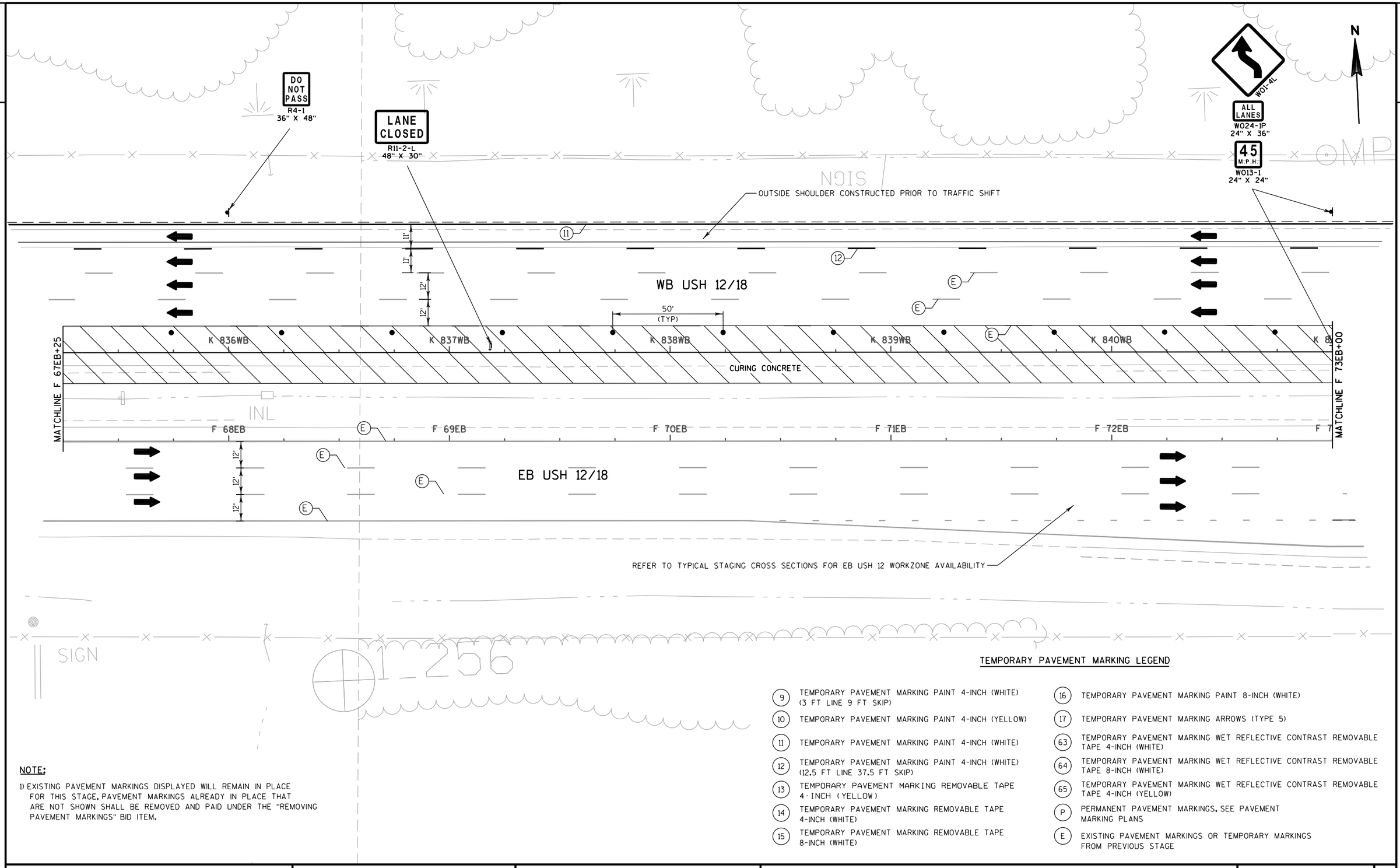
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 1	SHEET 263	E

2



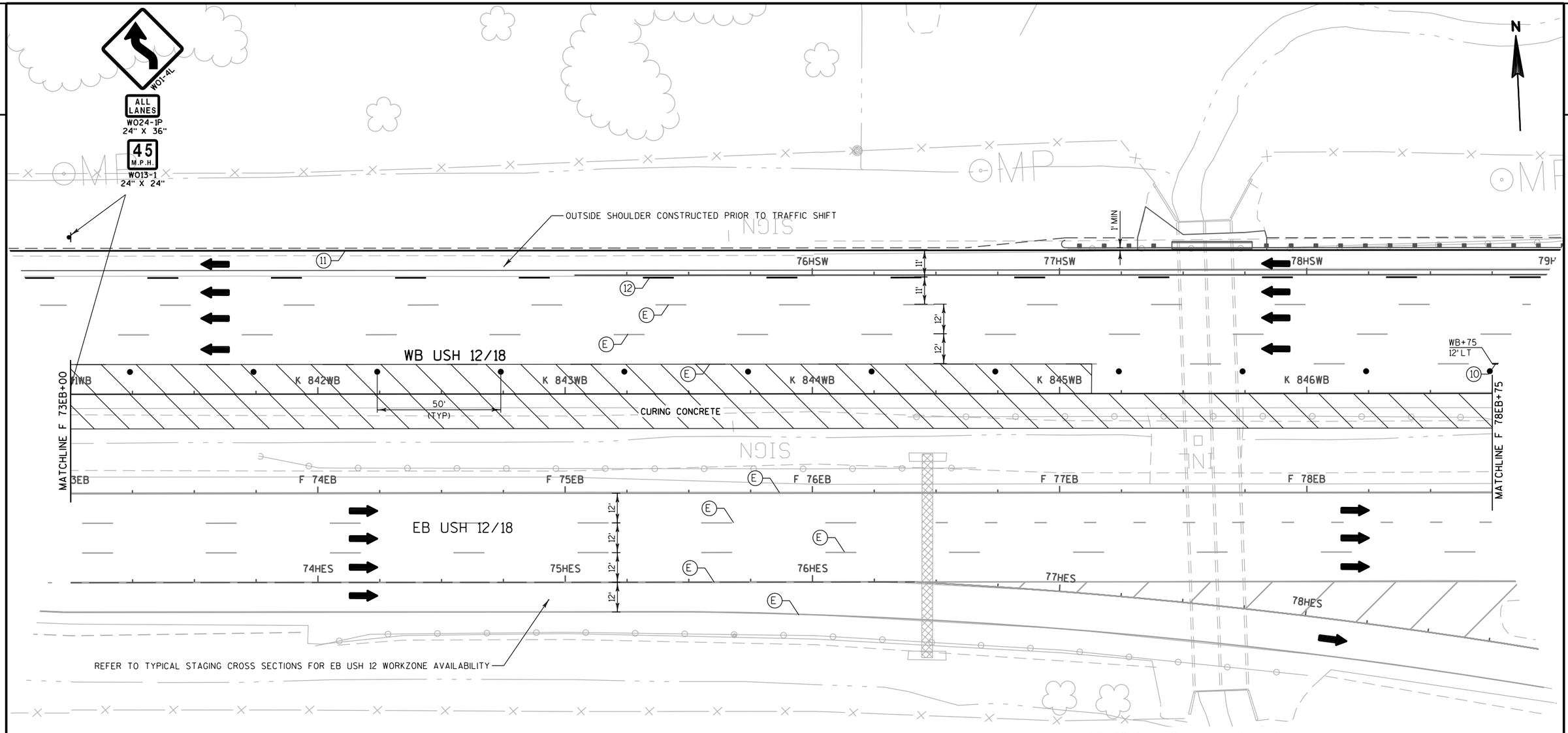
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 1	SHEET 264	E



TEMPORARY PAVEMENT MARKING LEGEND

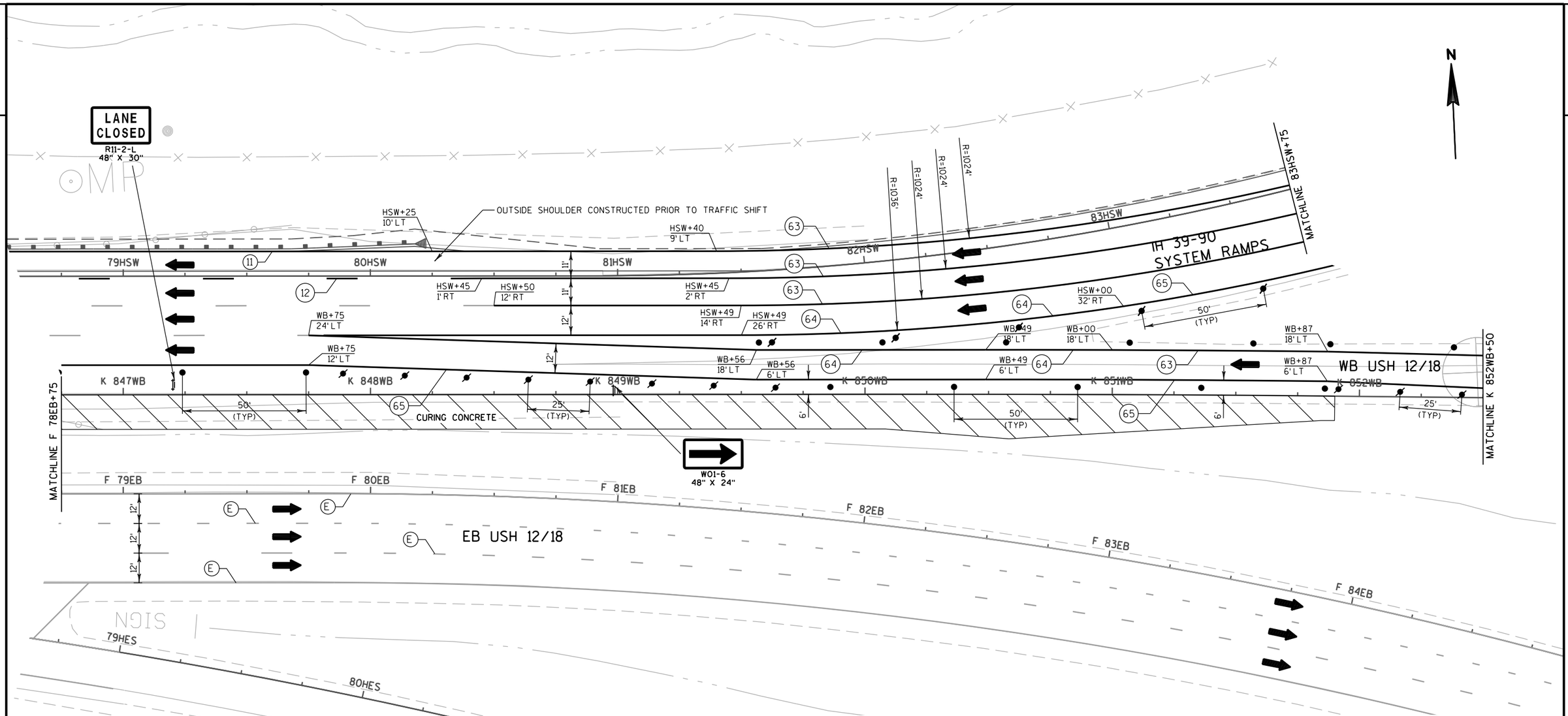
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 1	SHEET 265	E

2



NOTE:

1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS ALREADY IN PLACE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM.

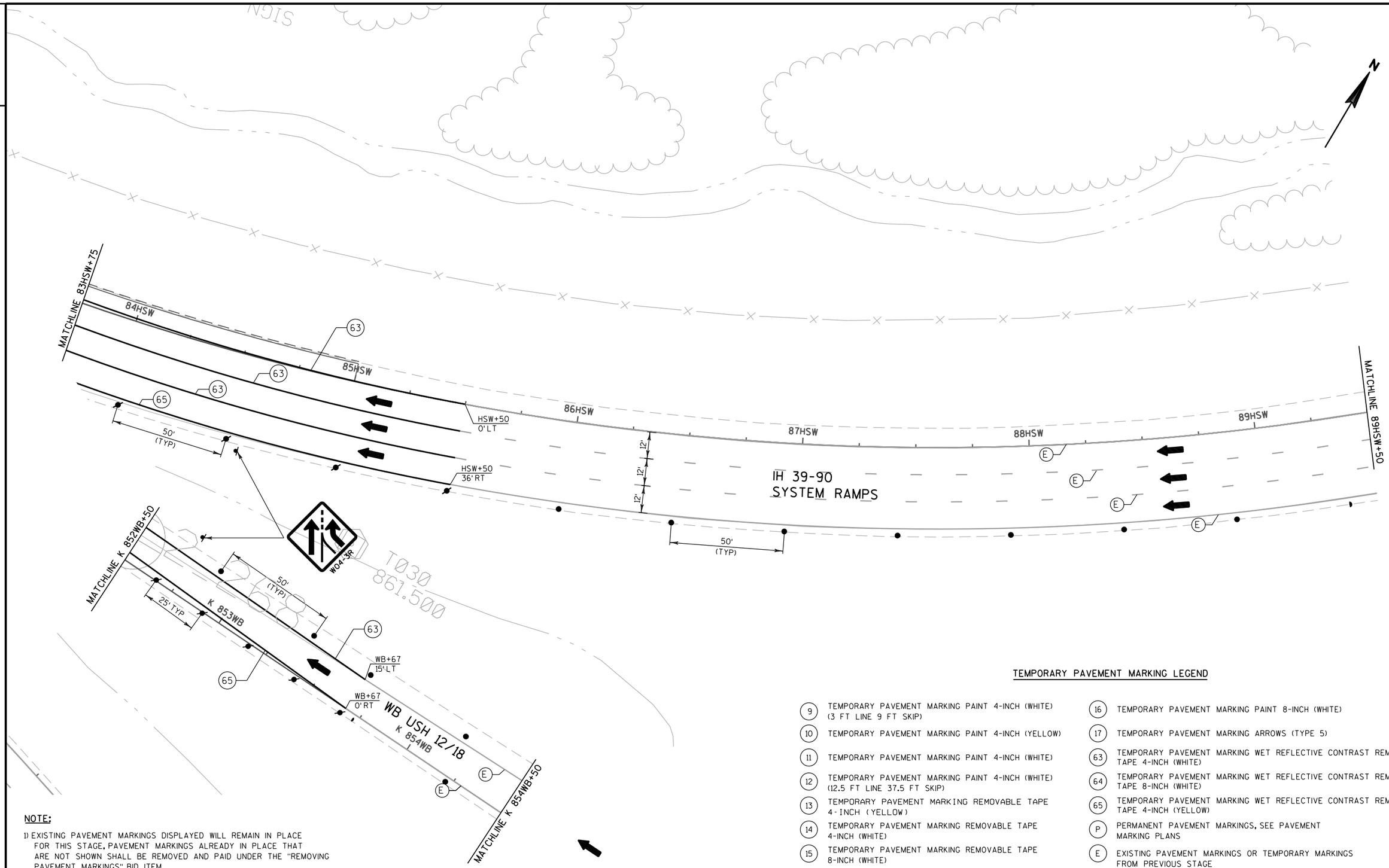
TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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- (16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
- (63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- (64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 1	SHEET E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\026415_st-IH_st1.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2



NOTE:

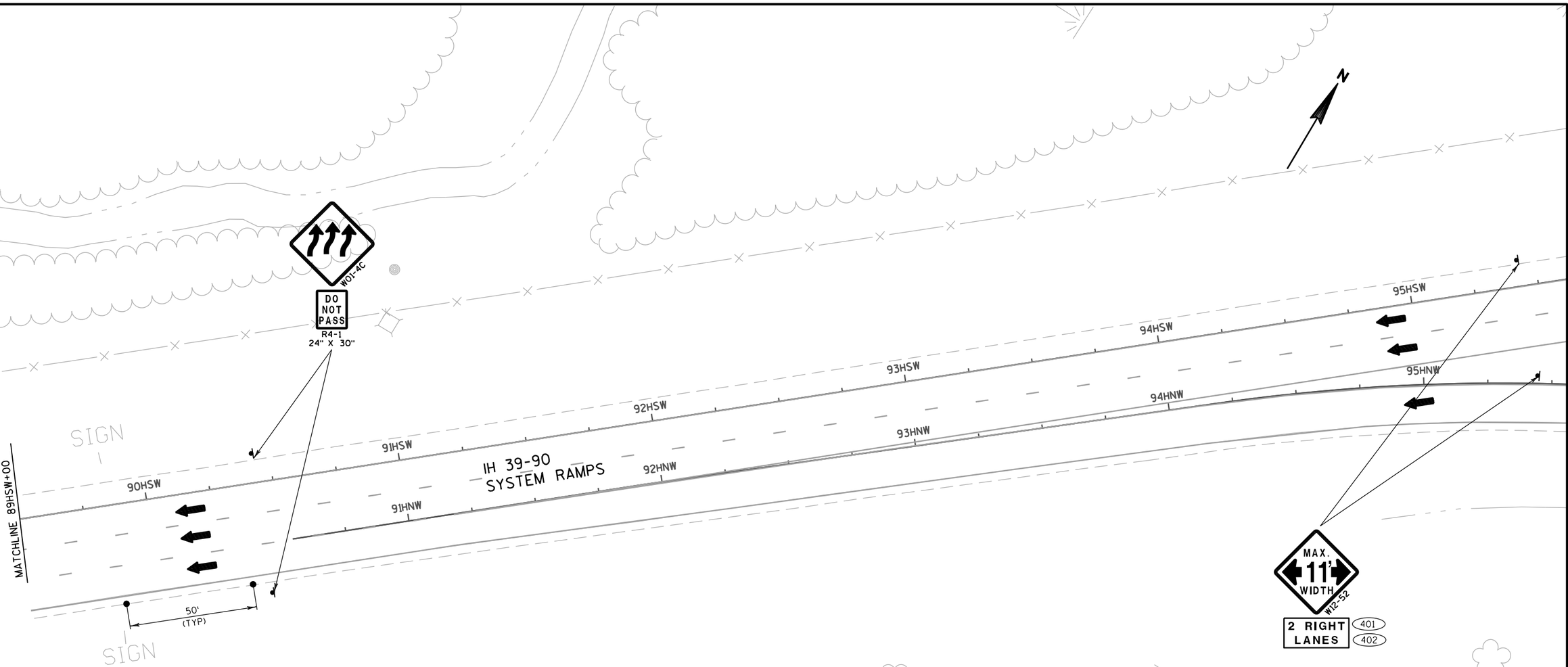
1) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE. PAVEMENT MARKINGS ALREADY IN PLACE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM.

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(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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(15)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(16)	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
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(63)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
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(65)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 1	SHEET 267	E

2



NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

2) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE, PAVEMENT MARKINGS ALREADY IN PLACE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM.

TEMPORARY PAVEMENT MARKING LEGEND

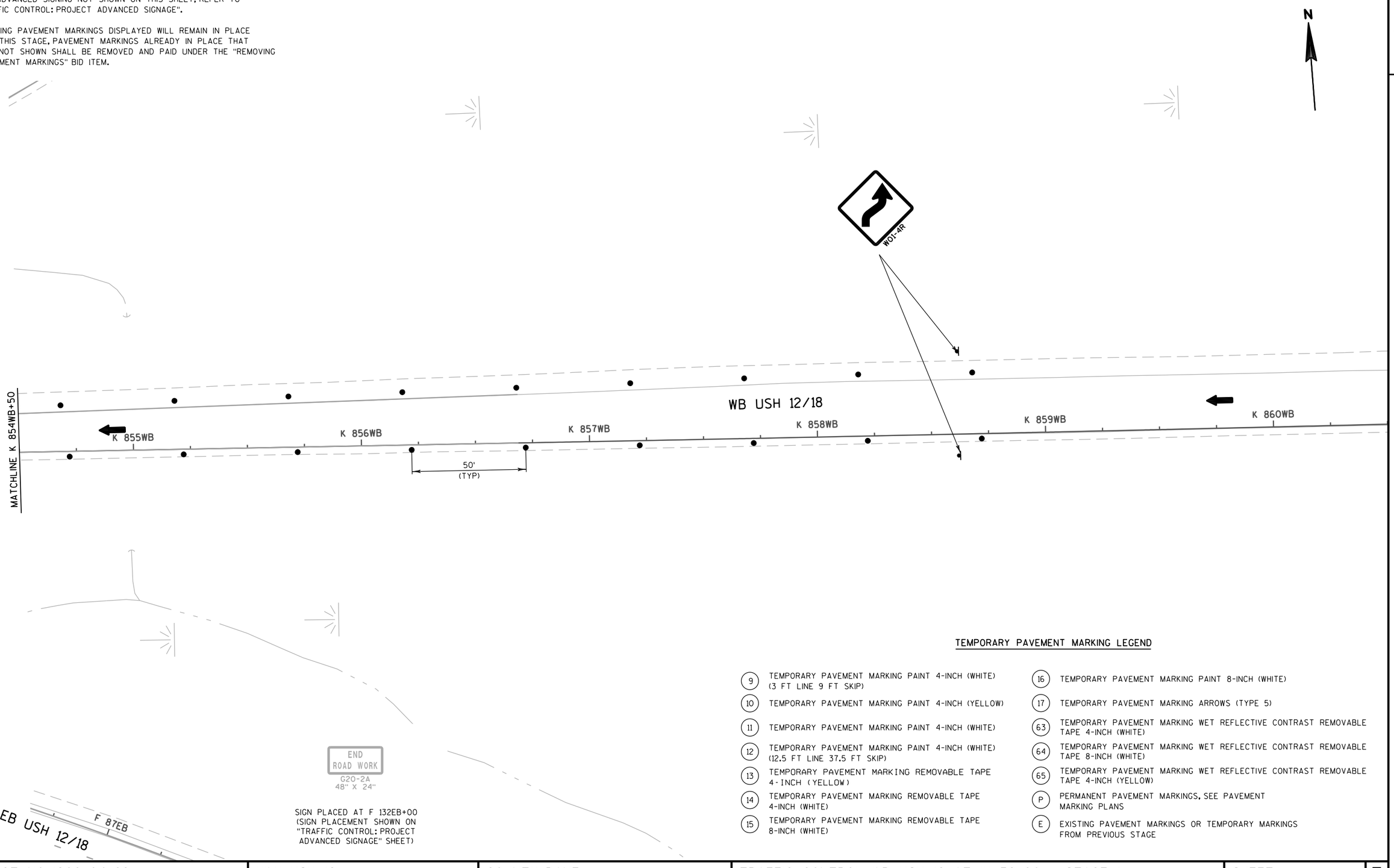
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10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)	63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)	64	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

2

NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

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15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

2

END ROAD WORK
G20-2A
48" X 24"

SIGN PLACED AT 514WB+00
(SIGN PLACEMENT SHOWN ON
"TRAFFIC CONTROL: PROJECT
ADVANCED SIGNAGE" SHEET)

N

SIGN

SIGN

12'
12'
12'
12'

WB USH 12/18

K 824WB
K 825WB
K 826WB
K 827WB
K 828WB
K 829WB

50' TYP

MATCHLINE F 61EB+50

F 56EB
F 57EB
F 58EB
F 59EB
F 60EB
F 61EB

EB USH 12/18

REFER TO STAGING TYPICAL SECTIONS FOR EB USH 12 WORKZONE AVAILABILITY

SIGN

SIGN

NOTE:

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TEMPORARY PAVEMENT MARKING LEGEND

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P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 1 NIGHT	SHEET 270	E

2

N

LANE CLOSED
R11-2-L
48" X 30"

SIGN

SIGN

1' MIN

11'

11'

12'

50' TYP

WB USH 12/18

K 830WB | K 831WB | K 832WB | K 833WB | K 834WB | K 835WB

PATCHWORK

SHOULDER WORK AND BEAMGUARD UPGRADES

MATCHLINE F 61EB+50

MATCHLINE F 67EB+25

F 62EB | F 63EB | F 64EB | F 65EB | F 66EB | F 67EB

EB USH 12/18

REFER TO TYPICAL STAGING CROSS SECTIONS FOR EB USH 12 WORKZONE AVAILABILITY

PRAP

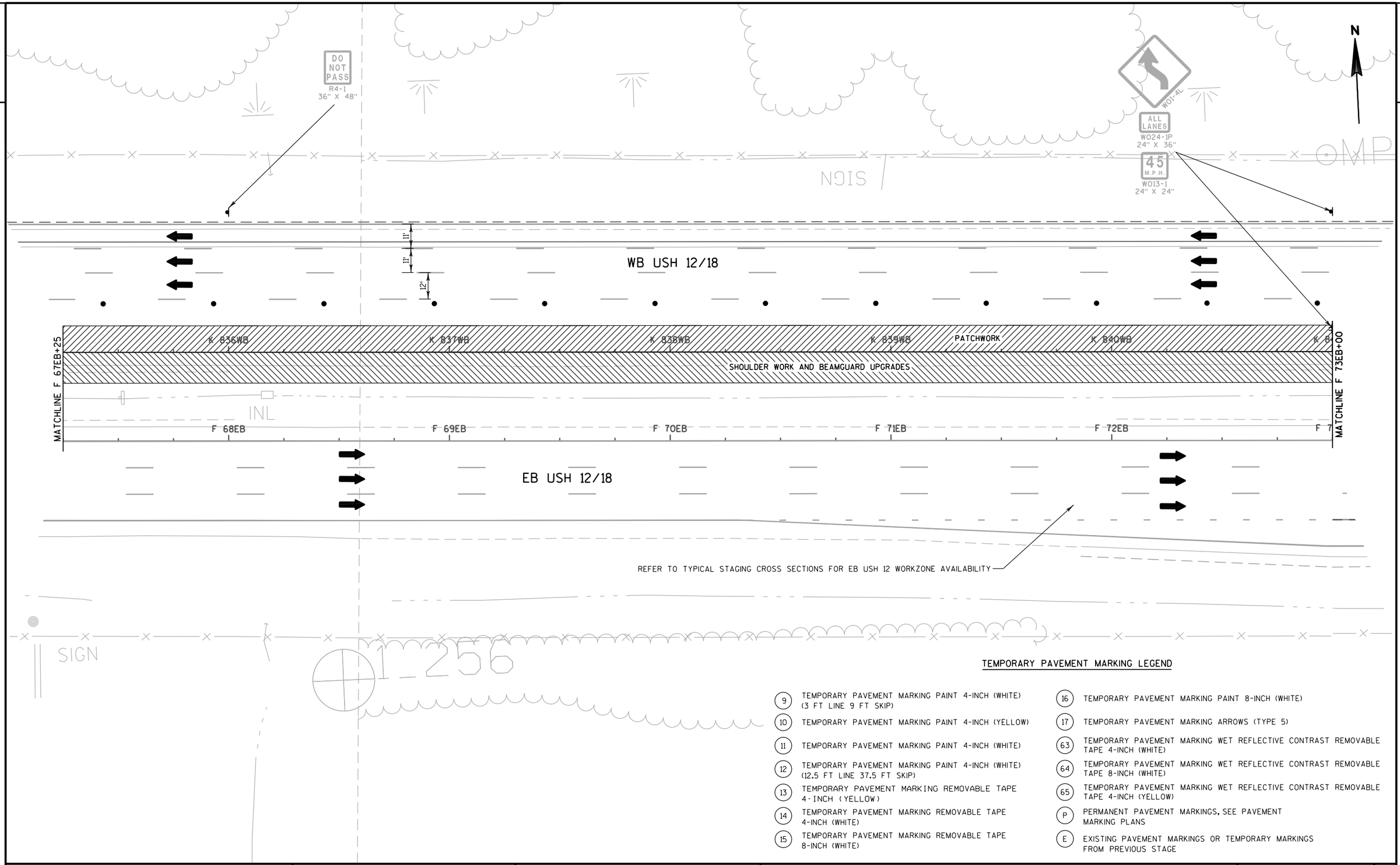
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(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 1 NIGHT	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\026422_st-IH_st1_night.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 40:1

2

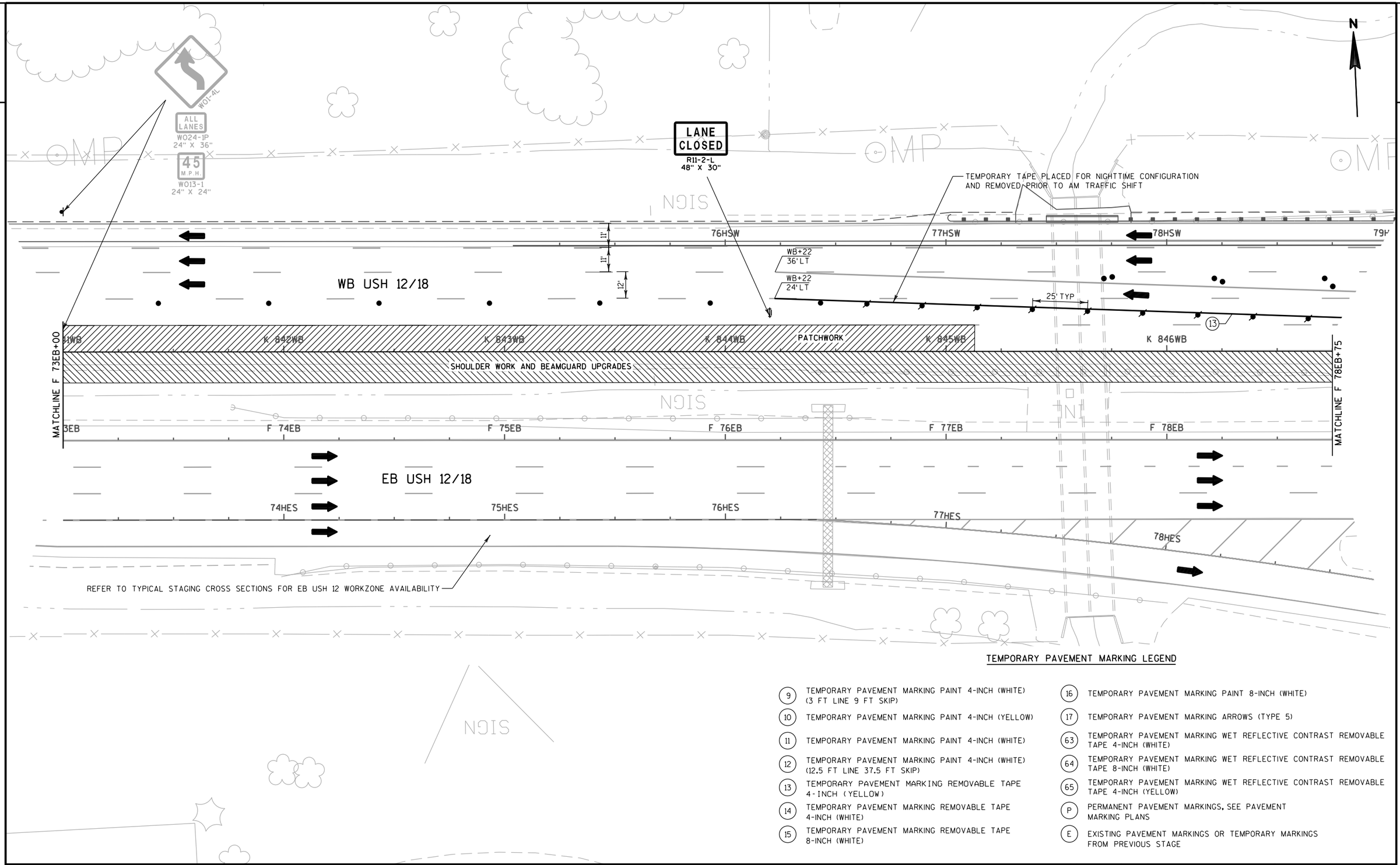


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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 1 NIGHT	SHEET 272	E

2

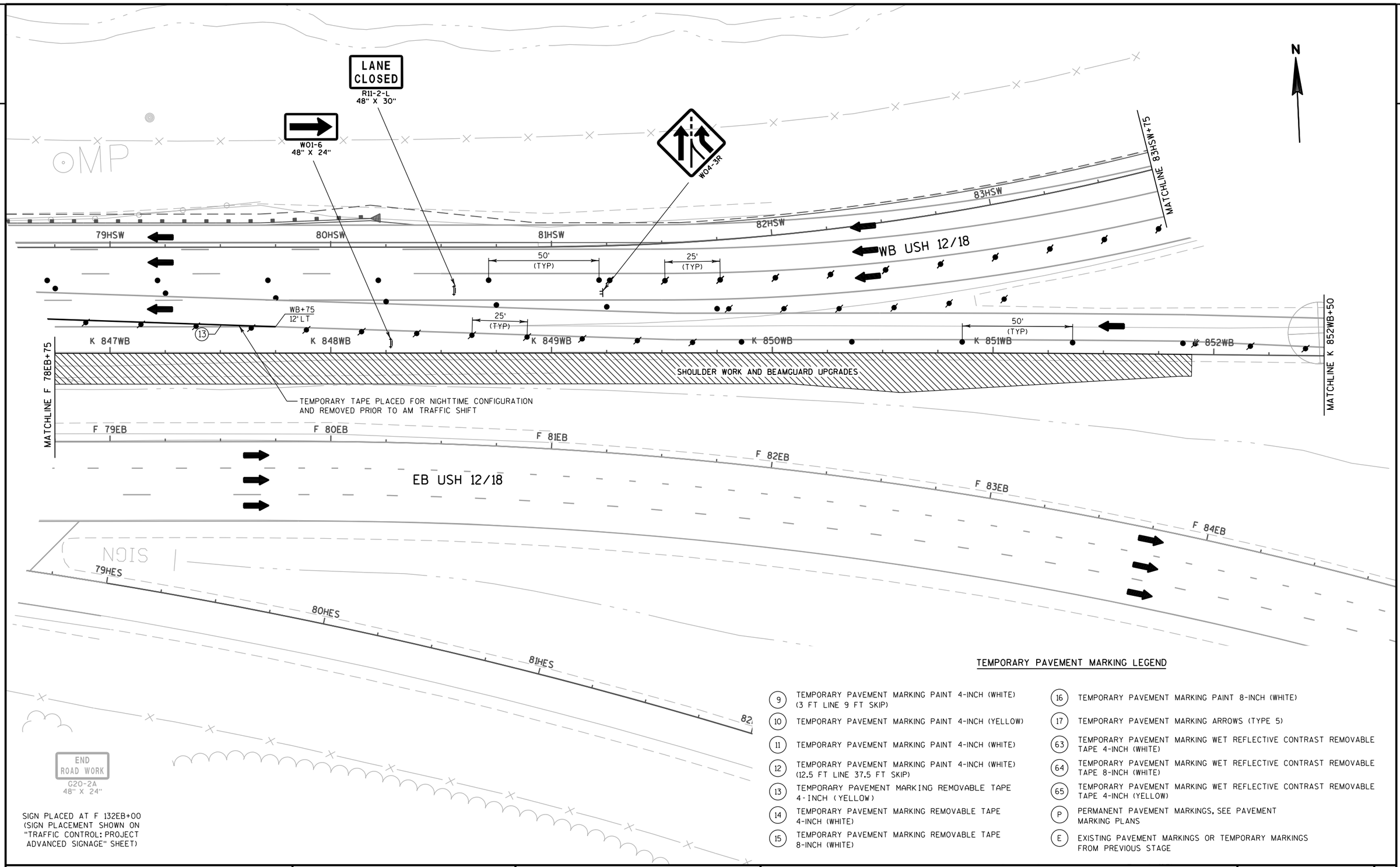


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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 1 NIGHT	SHEET 273	E

2



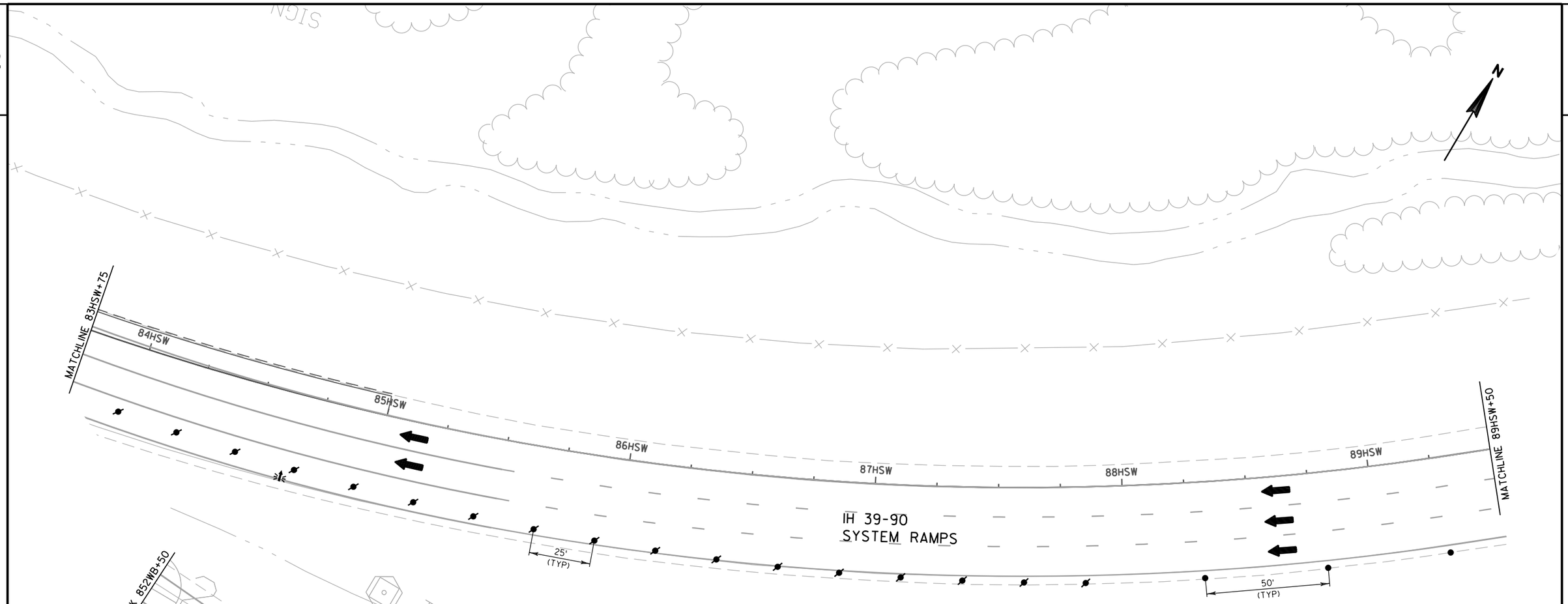
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 1 NIGHT	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\026425_st-IH_st1_night.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 40:1

2

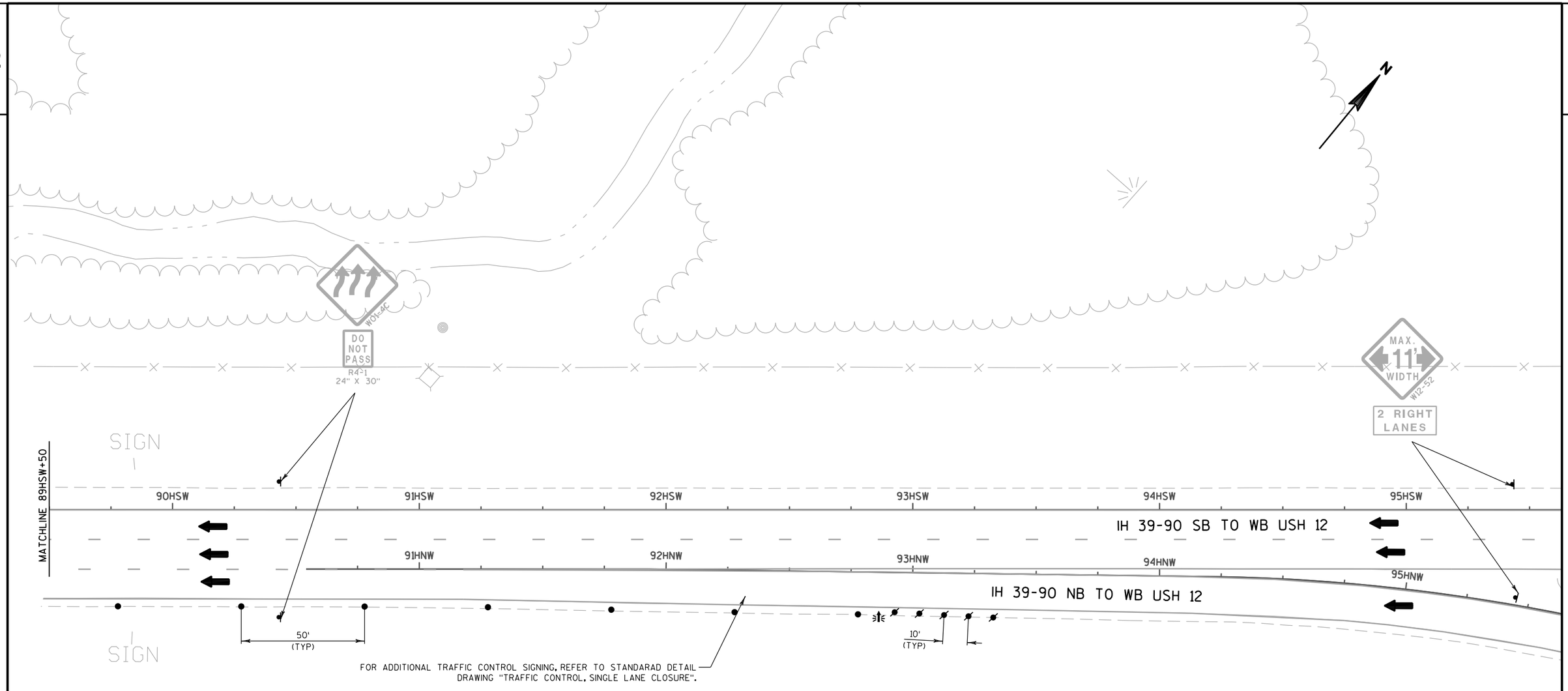


TEMPORARY PAVEMENT MARKING LEGEND

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15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 1 NIGHT	SHEET 275	E

2



NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

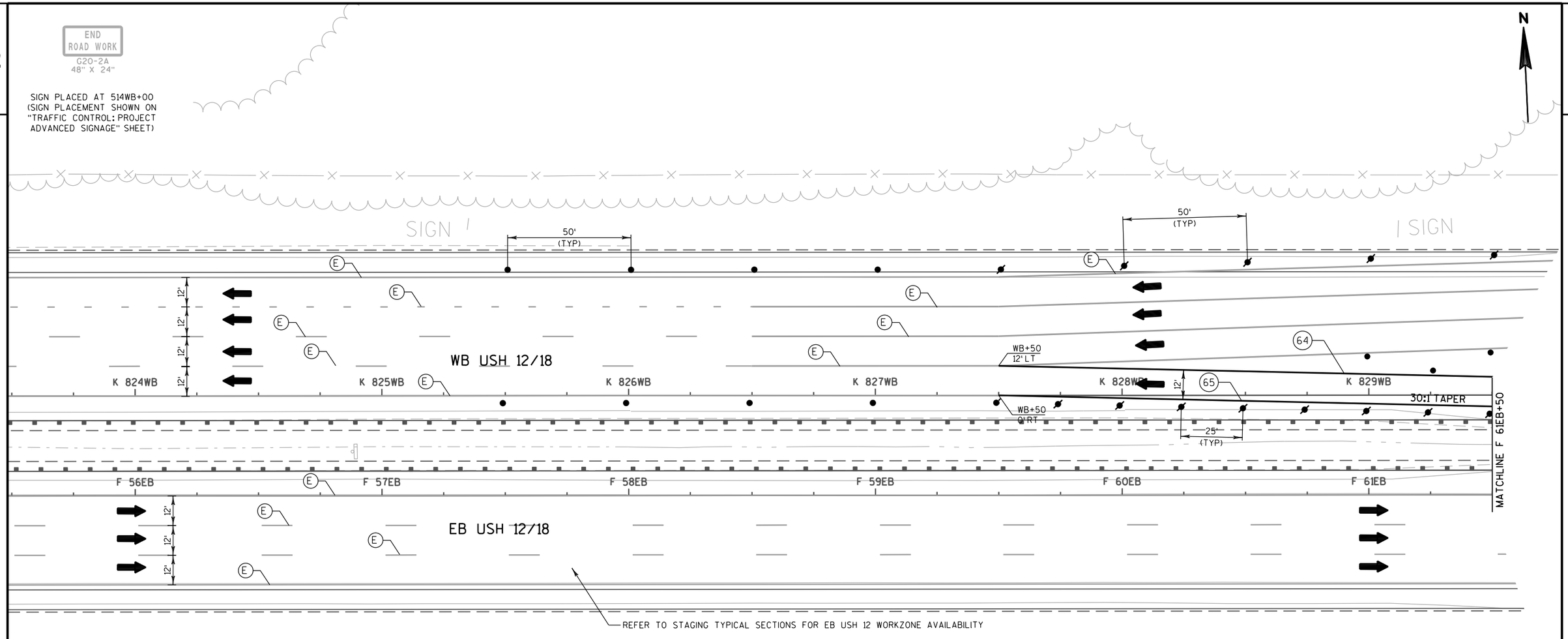
TEMPORARY PAVEMENT MARKING LEGEND

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P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 1 NIGHT	SHEET 276	E

END ROAD WORK
G20-2A
48" X 24"

SIGN PLACED AT 514WB+00
(SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)



NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

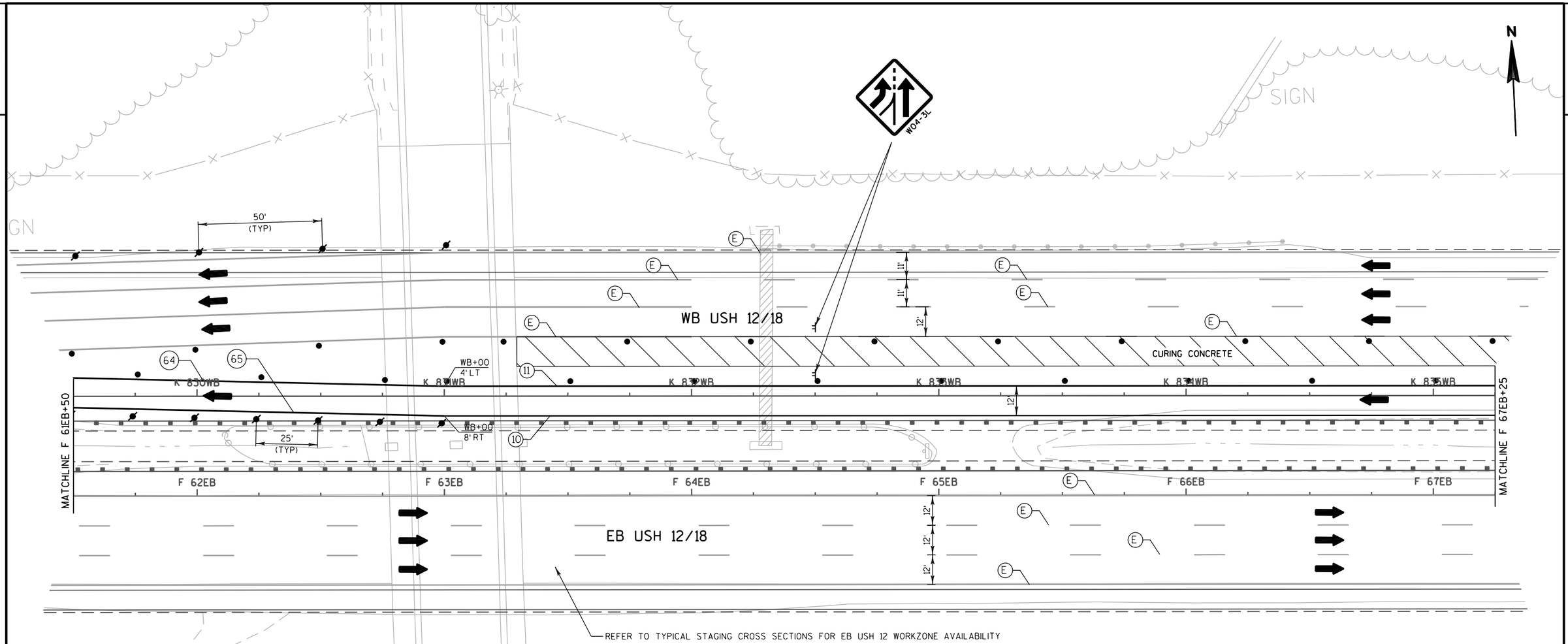
2) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE, PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2	SHEET 277	E

2



NOTE:

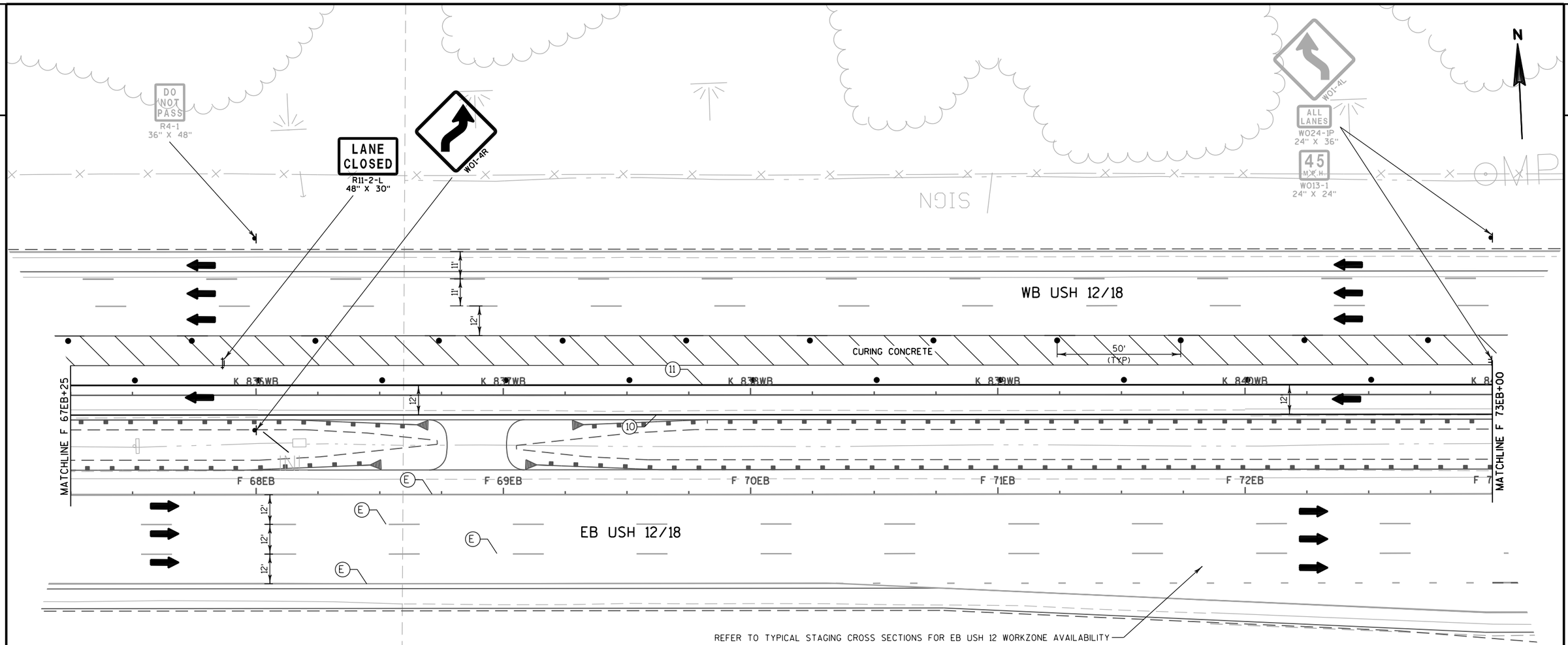
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TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
64	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2	SHEET 278	E

2



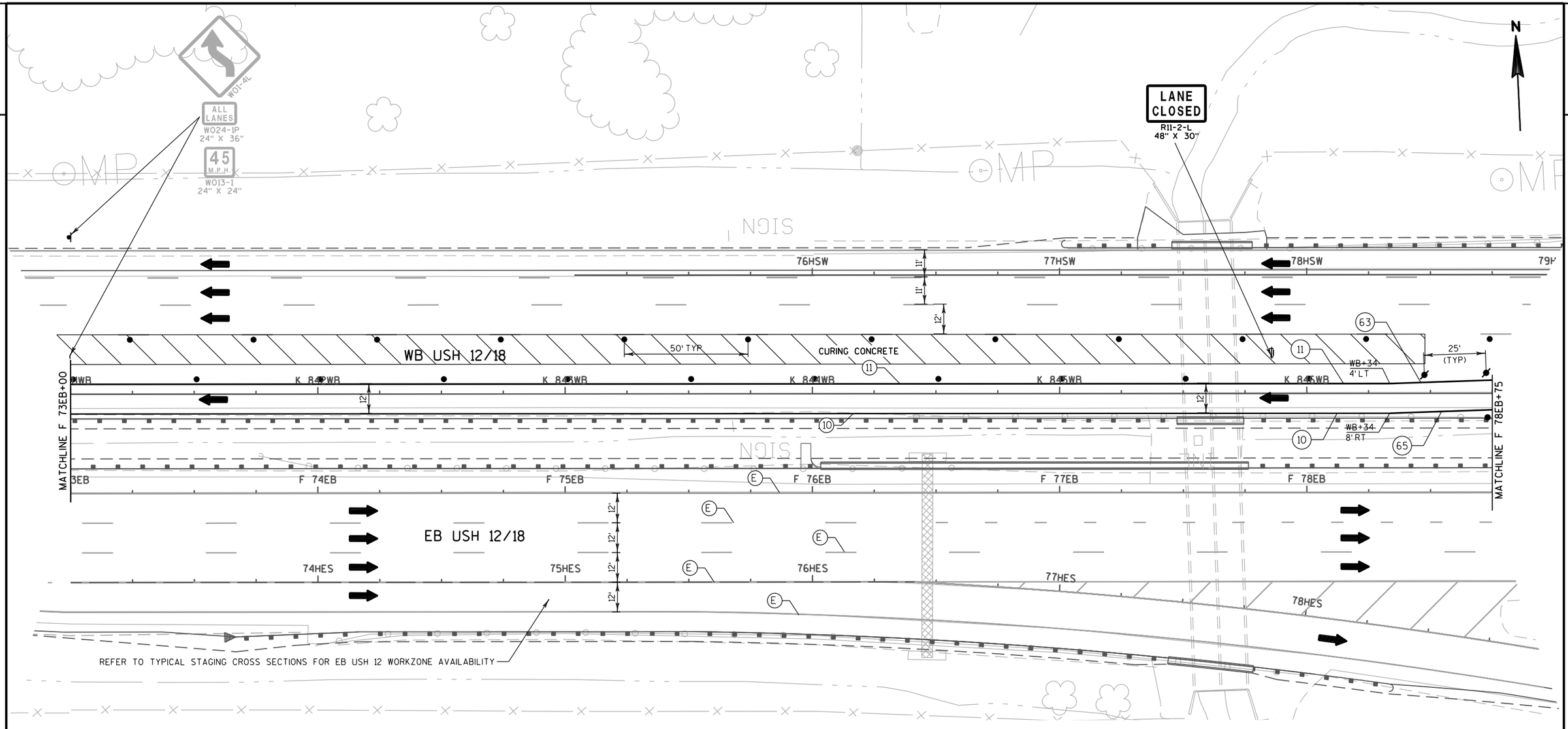
TEMPORARY PAVEMENT MARKING LEGEND

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- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

NOTE:

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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2	SHEET 279	E



TEMPORARY PAVEMENT MARKING LEGEND

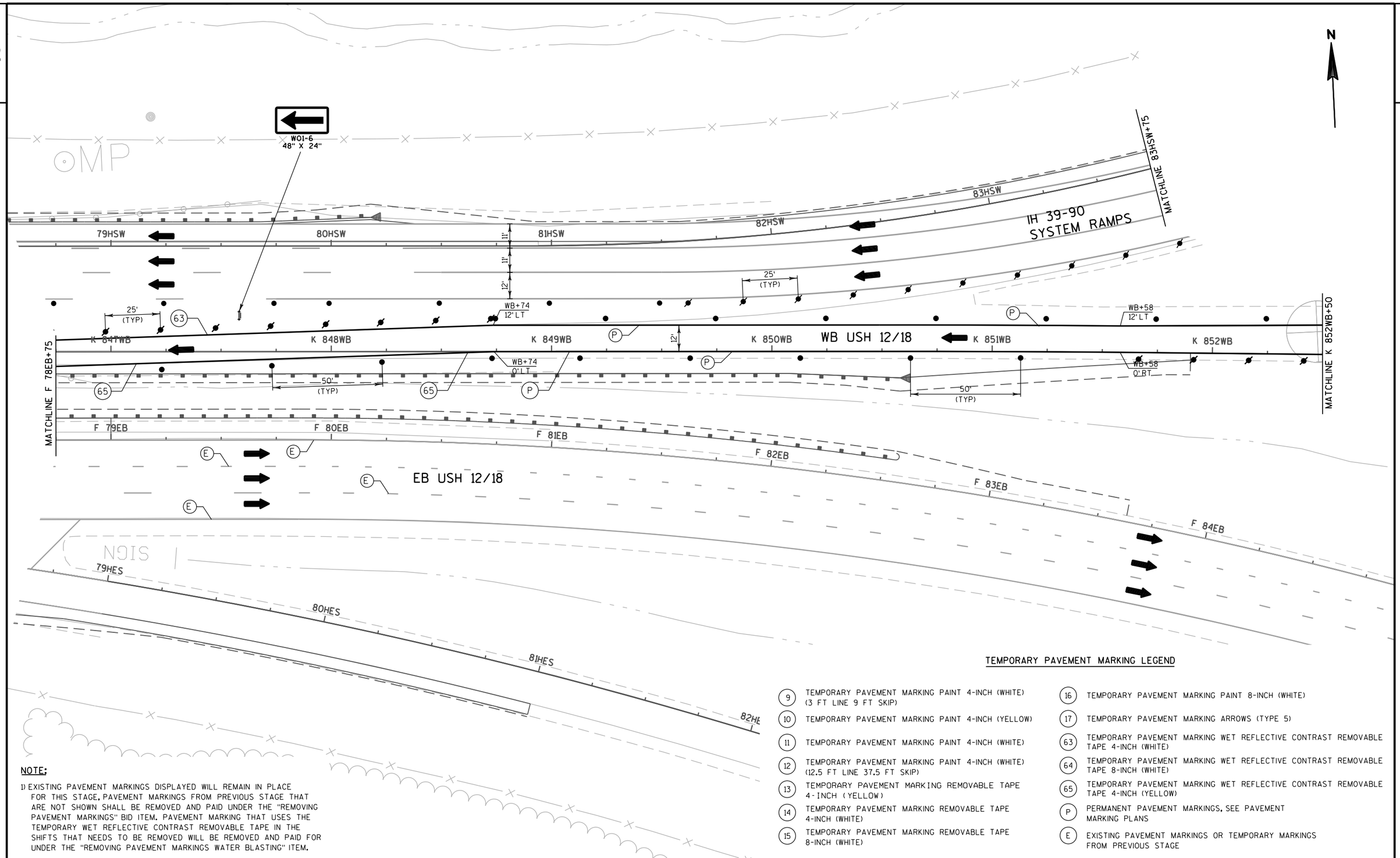
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11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
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13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

NOTE:

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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2	SHEET 280	E

2



NOTE:

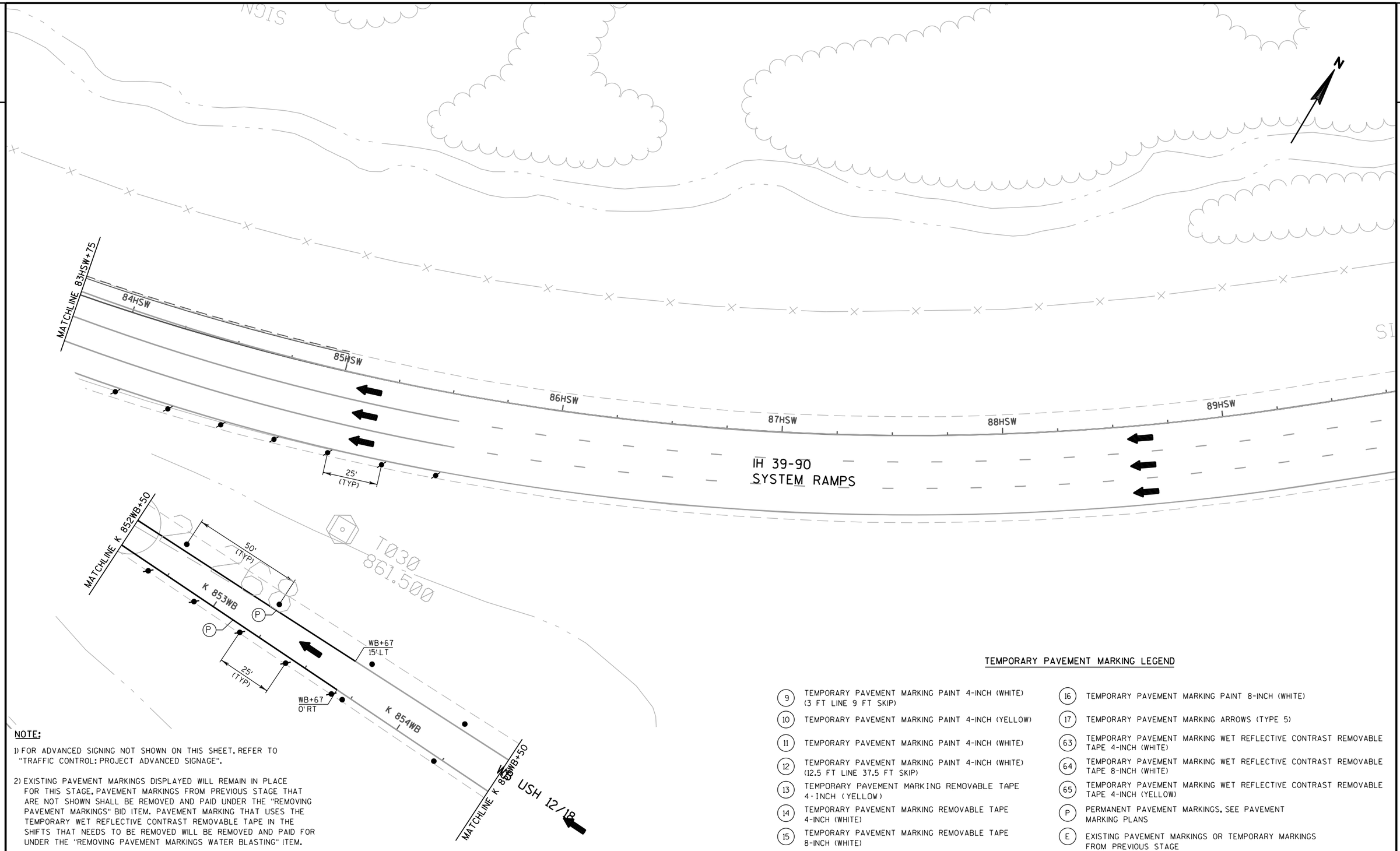
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TEMPORARY PAVEMENT MARKING LEGEND

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P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2	SHEET 281 E

2



NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

2) EXISTING PAVEMENT MARKINGS DISPLAYED WILL REMAIN IN PLACE FOR THIS STAGE, PAVEMENT MARKINGS FROM PREVIOUS STAGE THAT ARE NOT SHOWN SHALL BE REMOVED AND PAID UNDER THE "REMOVING PAVEMENT MARKINGS" BID ITEM. PAVEMENT MARKING THAT USES THE TEMPORARY WET REFLECTIVE CONTRAST REMOVABLE TAPE IN THE SHIFTS THAT NEEDS TO BE REMOVED WILL BE REMOVED AND PAID FOR UNDER THE "REMOVING PAVEMENT MARKINGS WATER BLASTING" ITEM.

TEMPORARY PAVEMENT MARKING LEGEND

(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)	(16)	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
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(12)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)	(64)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	(65)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(14)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(15)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

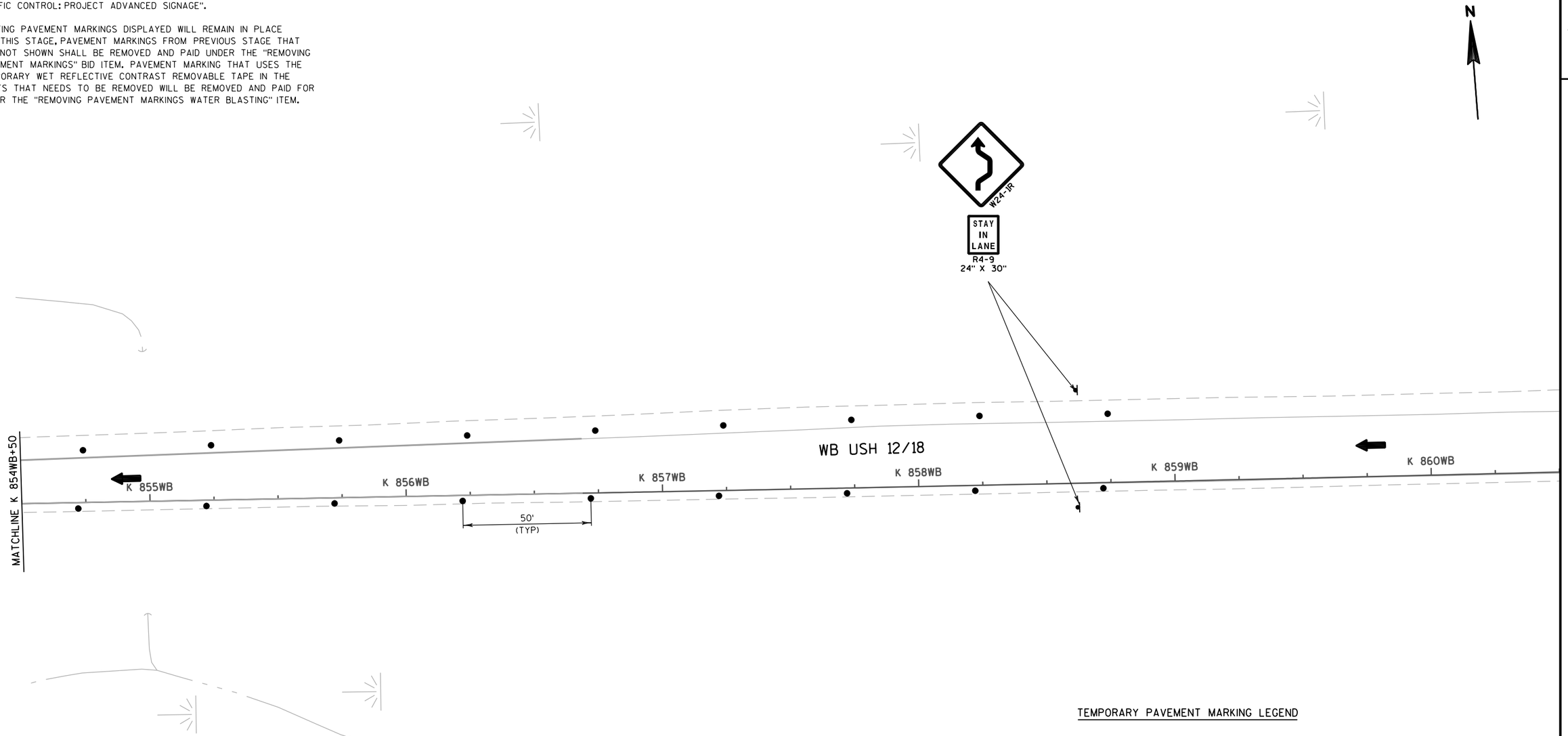
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2	SHEET 282	E

2

NOTE:

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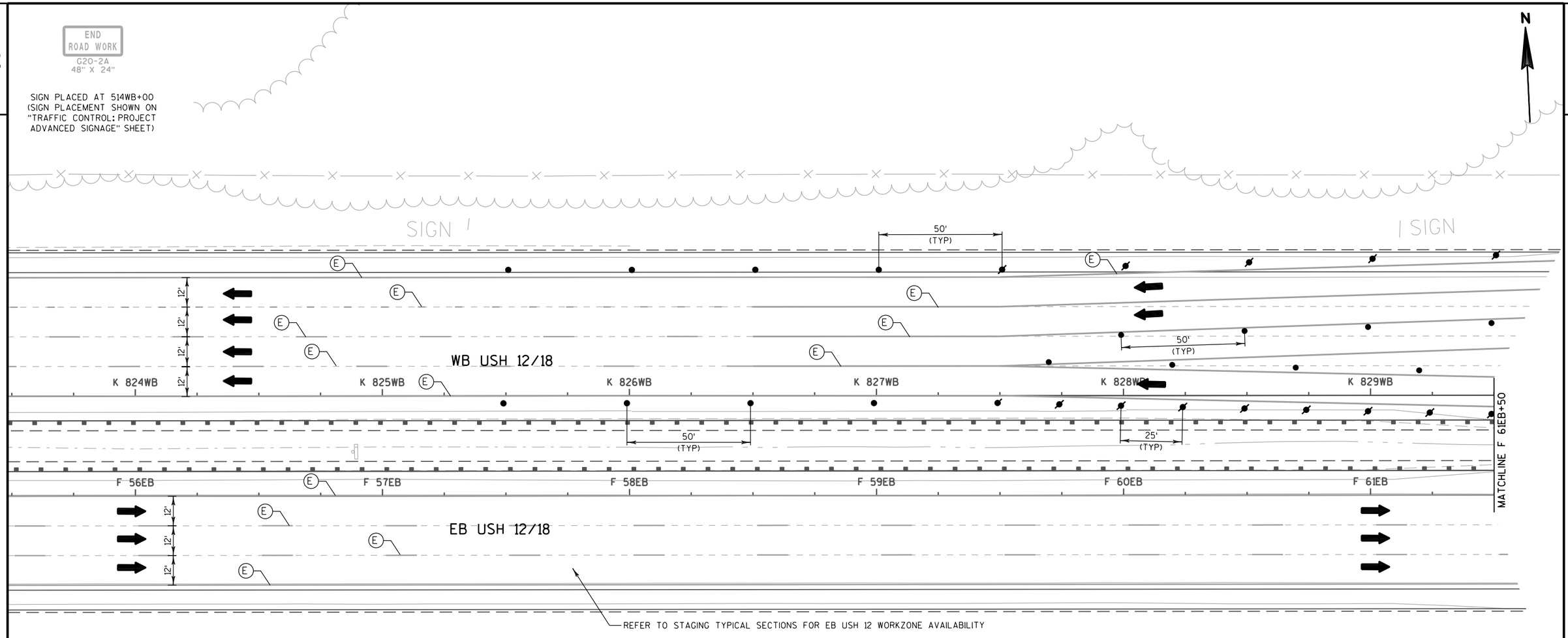
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2	SHEET 283	E

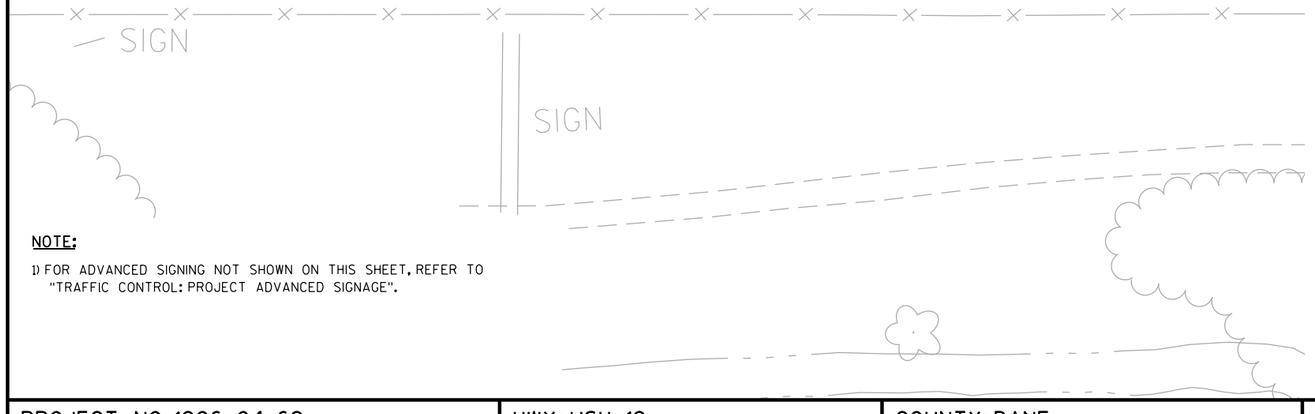
2

END ROAD WORK
G20-2A
48" X 24"

SIGN PLACED AT 514WB+00
(SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

N





NOTE:

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TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)	16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
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12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)	64	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2 NIGHT	SHEET 284	E

2

2

N

SIGN

W04-3L

50'
(TYP)

WB USH 12/18

11'

11'

12'

COMPLETE PATCHWORK

50'
(TYP)

K 830WB

K 831WB

K 832WB

K 833WB

K 834WB

K 835WB

12'

MATCHLINE F 61EB+50

25'
(TYP)

F 62EB

F 63EB

F 64EB

F 65EB

F 66EB

F 67EB

MATCHLINE F 67EB+25

E

12'

12'

12'

EB USH 12/18

REFER TO TYPICAL STAGING CROSS SECTIONS FOR EB USH 12 WORKZONE AVAILABILITY

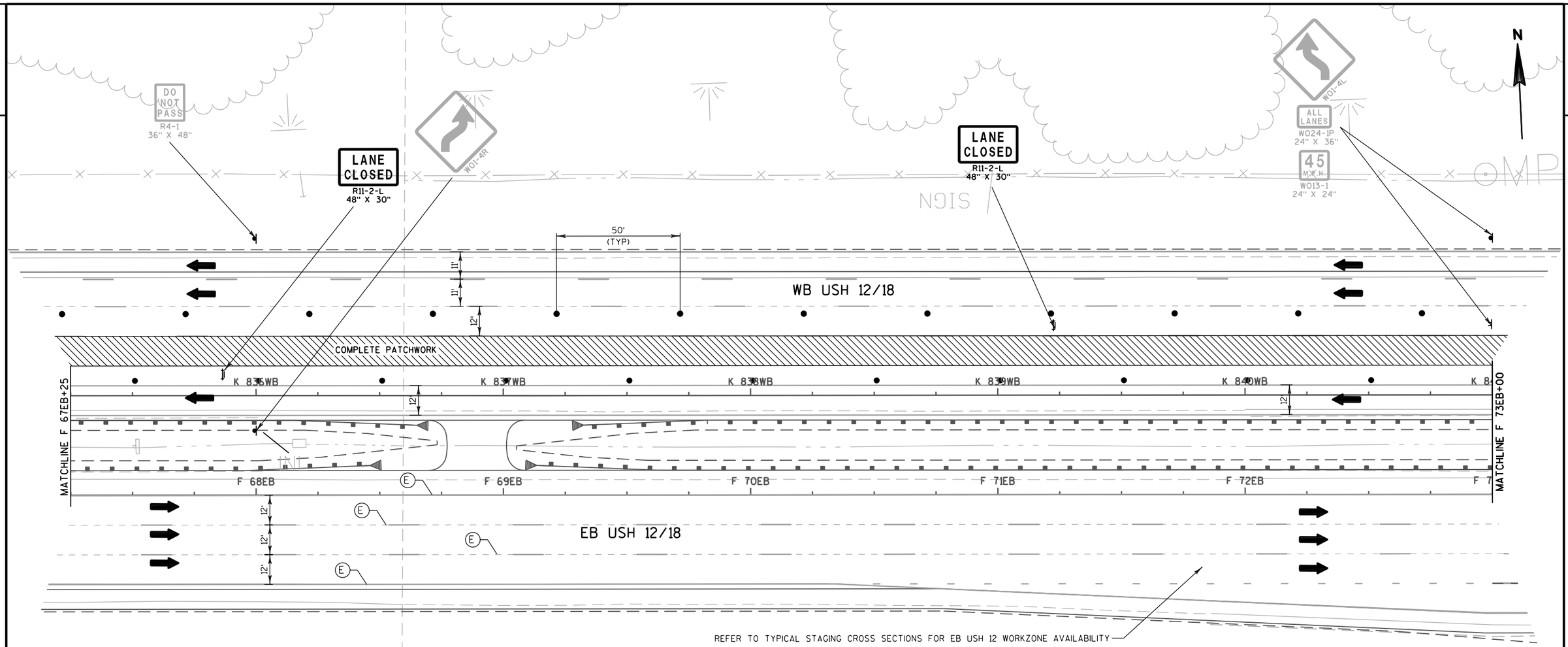
RIPRAP

TEMPORARY PAVEMENT MARKING LEGEND

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15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2 NIGHT	SHEET 285	E

2

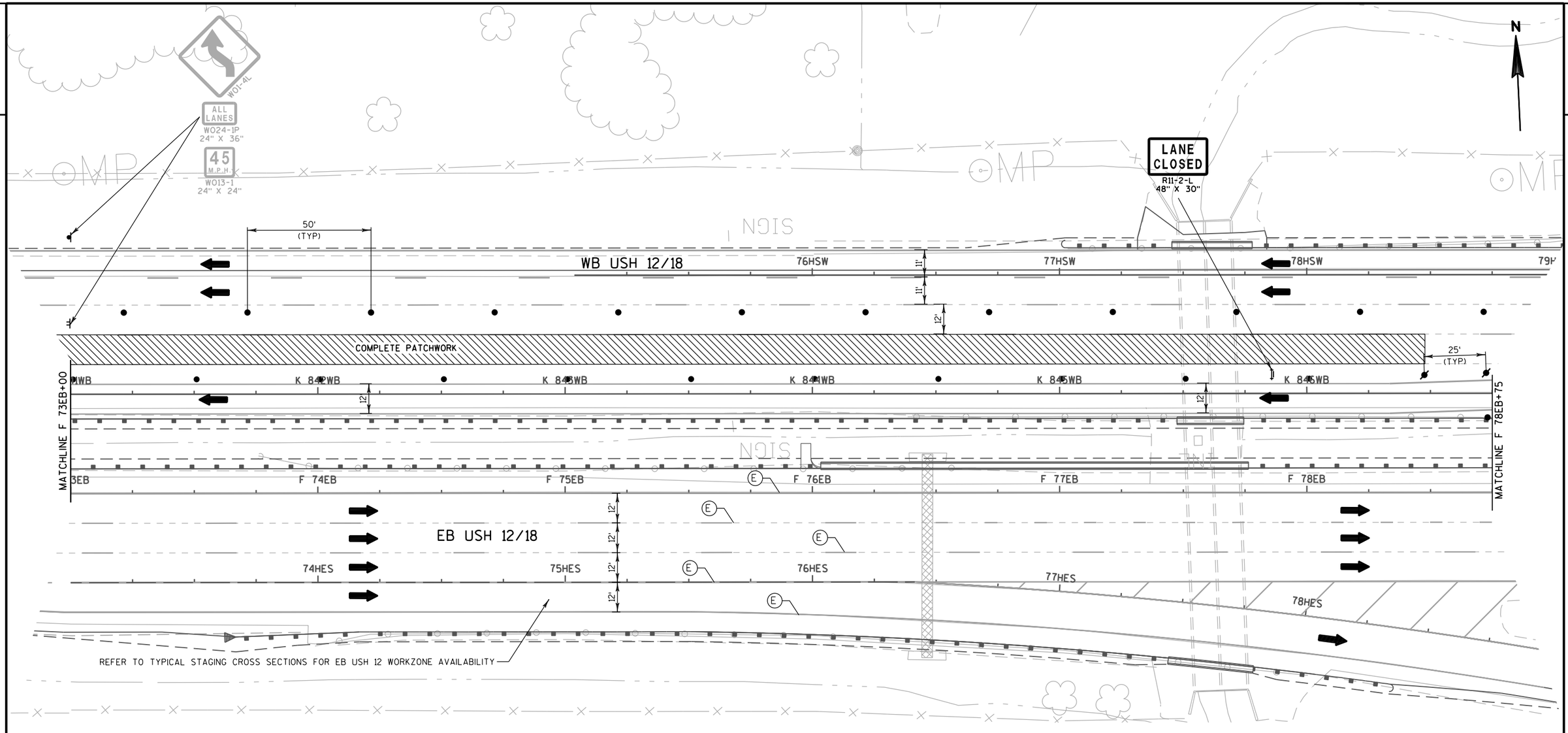


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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2 NIGHT	SHEET 286 E

2

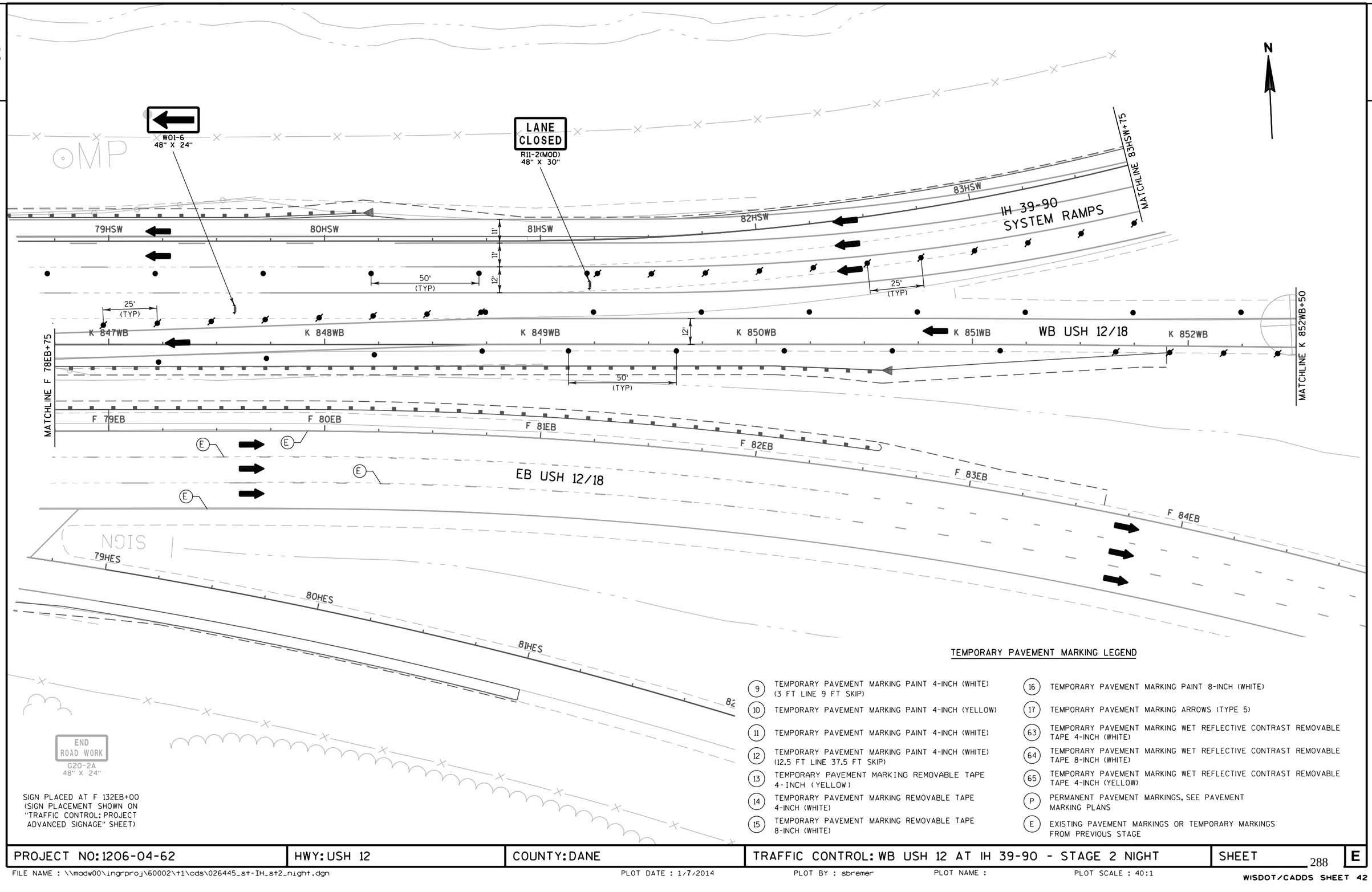


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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2 NIGHT	SHEET 287	E

2



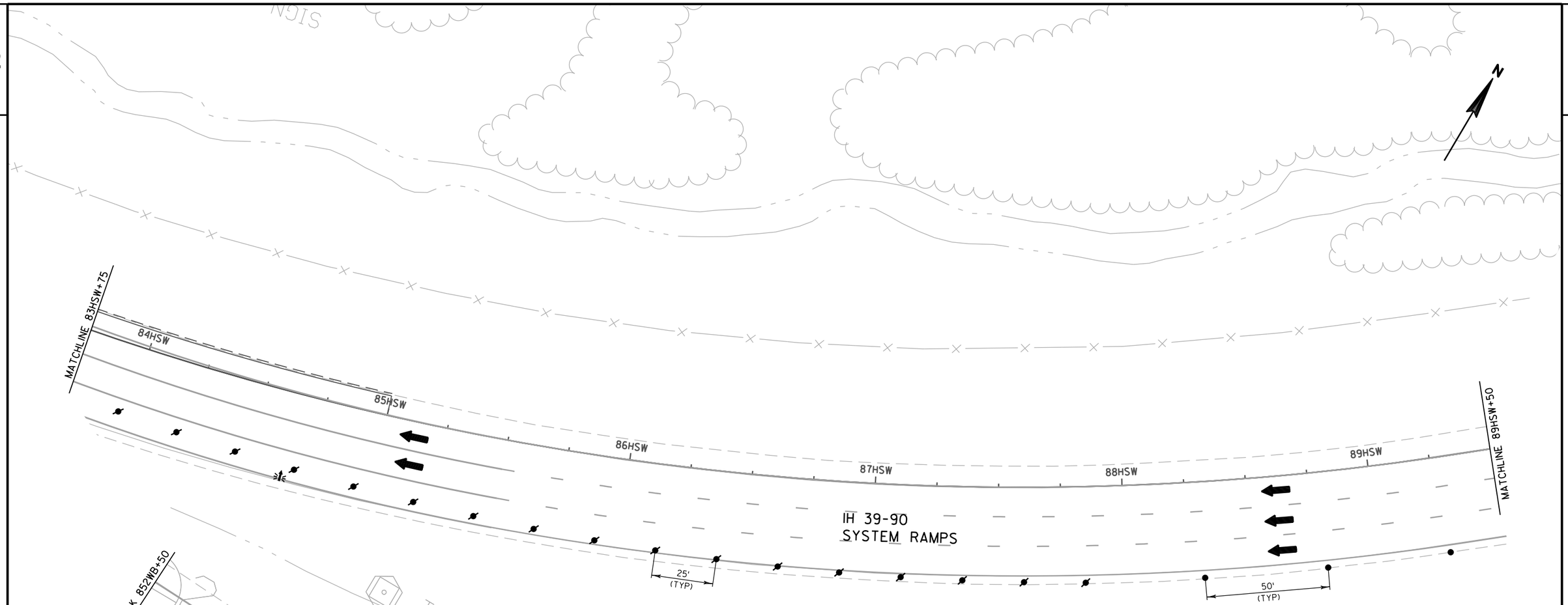
SIGN PLACED AT F 132EB+00
(SIGN PLACEMENT SHOWN ON
"TRAFFIC CONTROL: PROJECT
ADVANCED SIGNAGE" SHEET)

TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2 NIGHT	SHEET 288	E

2

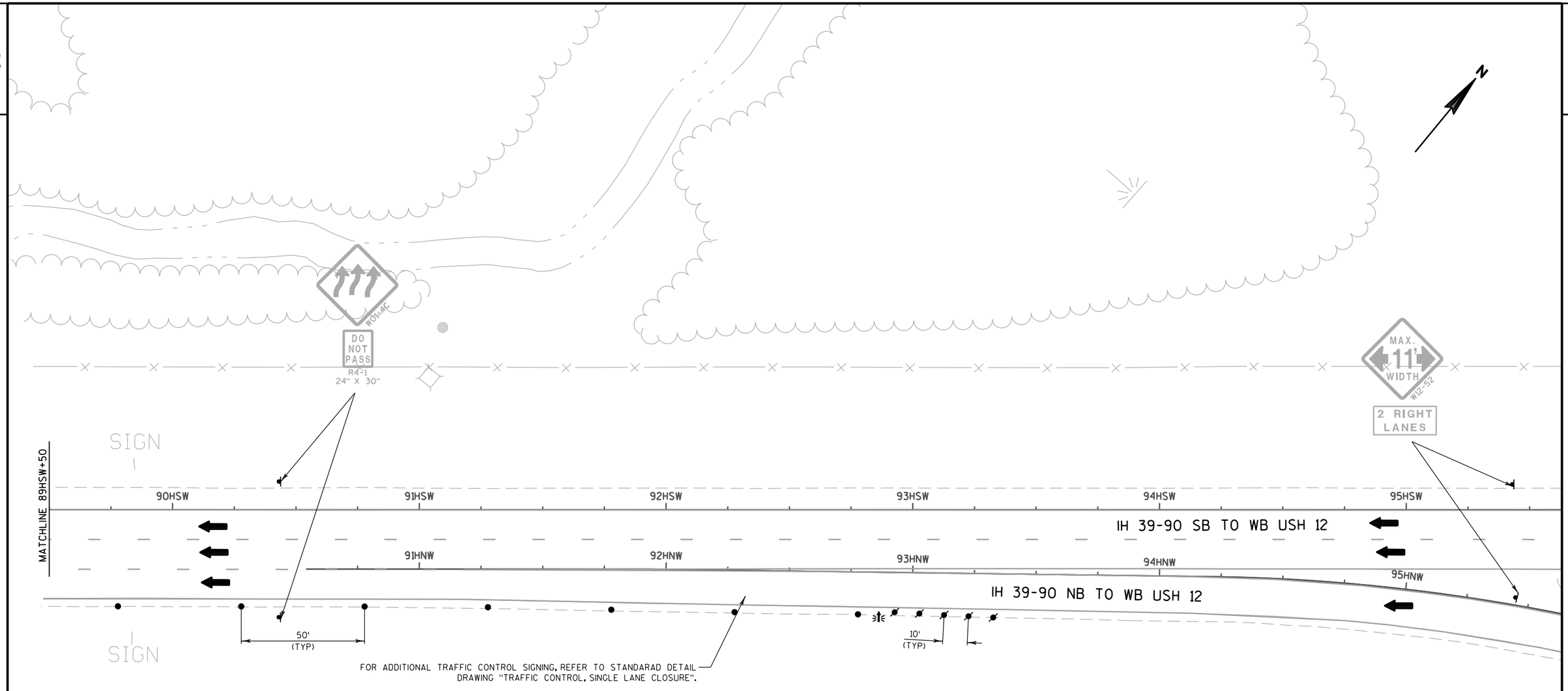


TEMPORARY PAVEMENT MARKING LEGEND

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11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)	63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)	64	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2 NIGHT	SHEET 289	E

2



NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)	16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)	63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)	64	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 2 NIGHT	SHEET 290	E

END ROAD WORK
G20-2A
48" X 24"

SIGN PLACED AT 514WB+00
(SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

N

SIGN

SIGN

WB USH 12/18

K 824WB | K 825WB | K 826WB | K 827WB | K 828WB | K 829WB

50' (TYP)

50' (TYP)

50' (TYP)

25' (TYP)

12' 12' 12' 12'

F 56EB | F 57EB | F 58EB | F 59EB | F 60EB | F 61EB

MATCHLINE F 61EB+50

EB USH 12/18

12' 12' 12'

REFER TO STAGING TYPICAL SECTIONS FOR EB USH 12 WORKZONE AVAILABILITY

SIGN

SIGN

NOTE:

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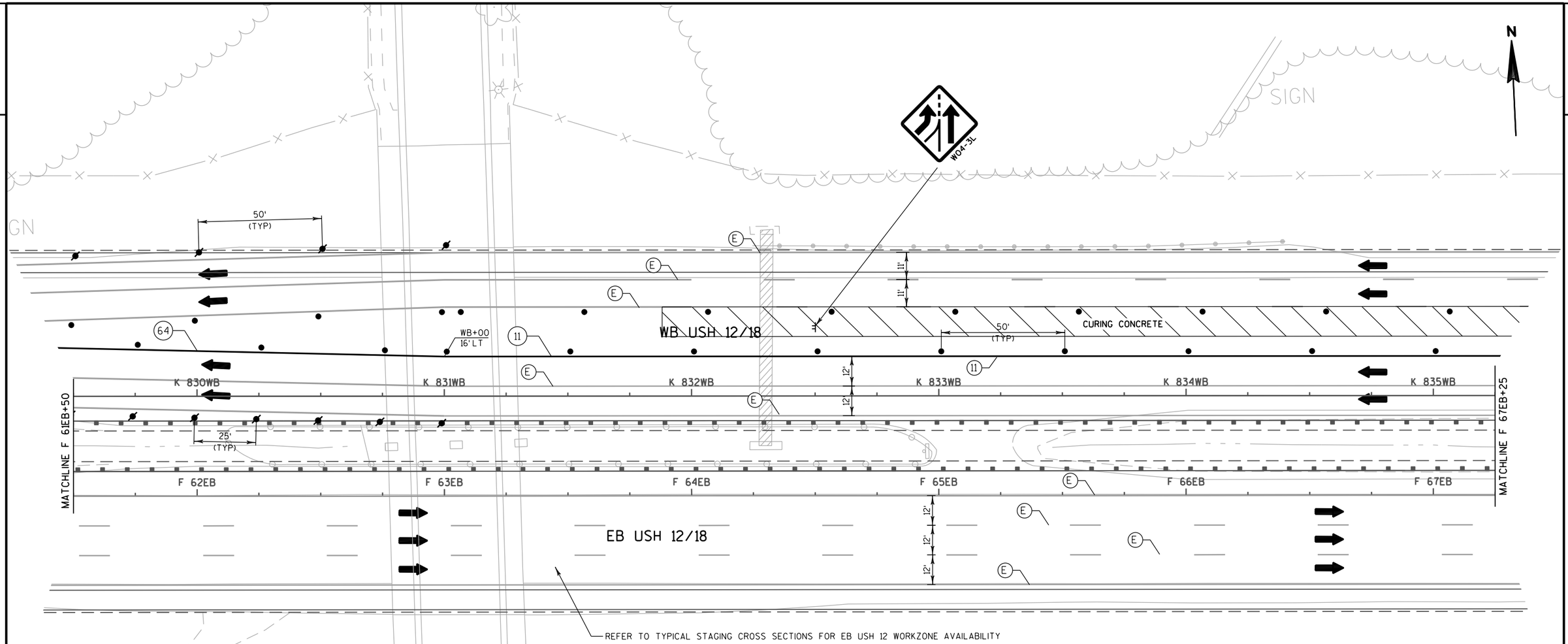
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TEMPORARY PAVEMENT MARKING LEGEND

- (9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
- (10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (15) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
- (63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
- (64) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
- (65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3	SHEET 291	E

2



NOTE:

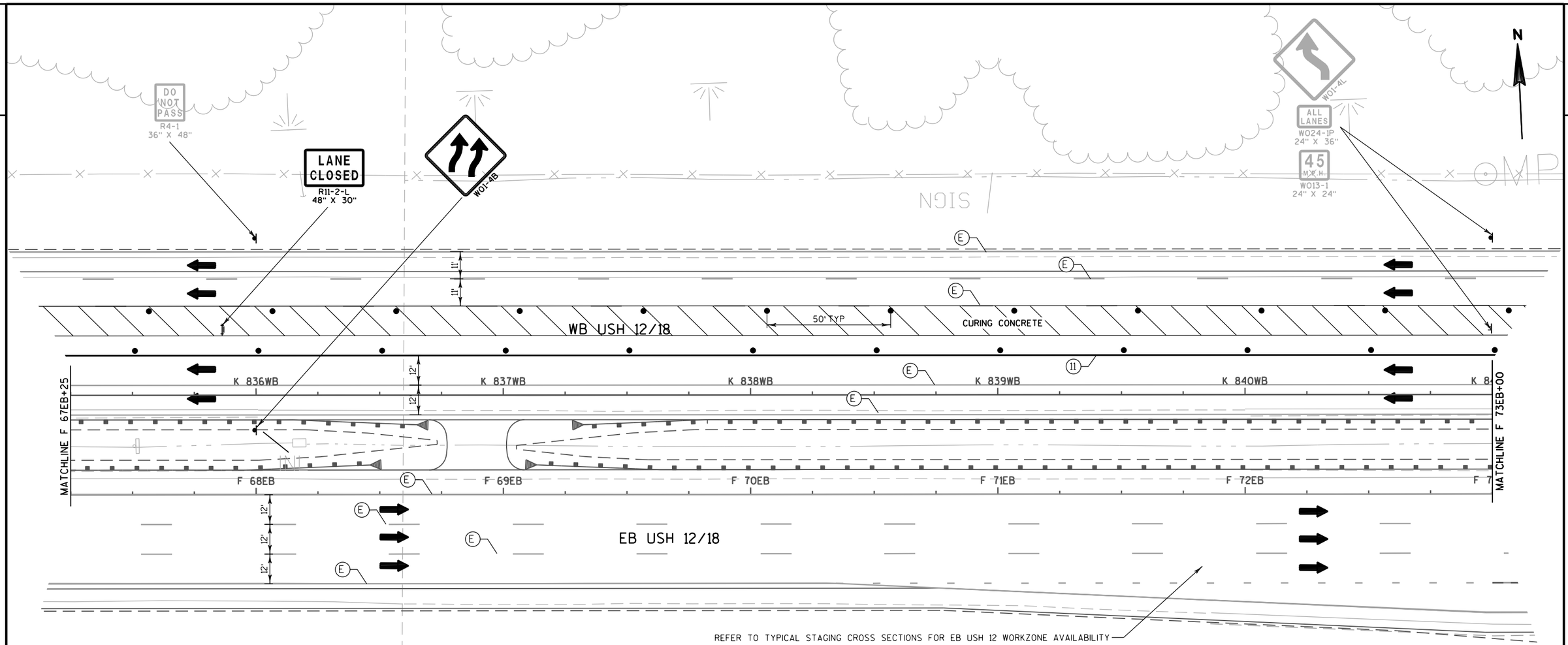
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TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
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65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3	SHEET 292	E

2



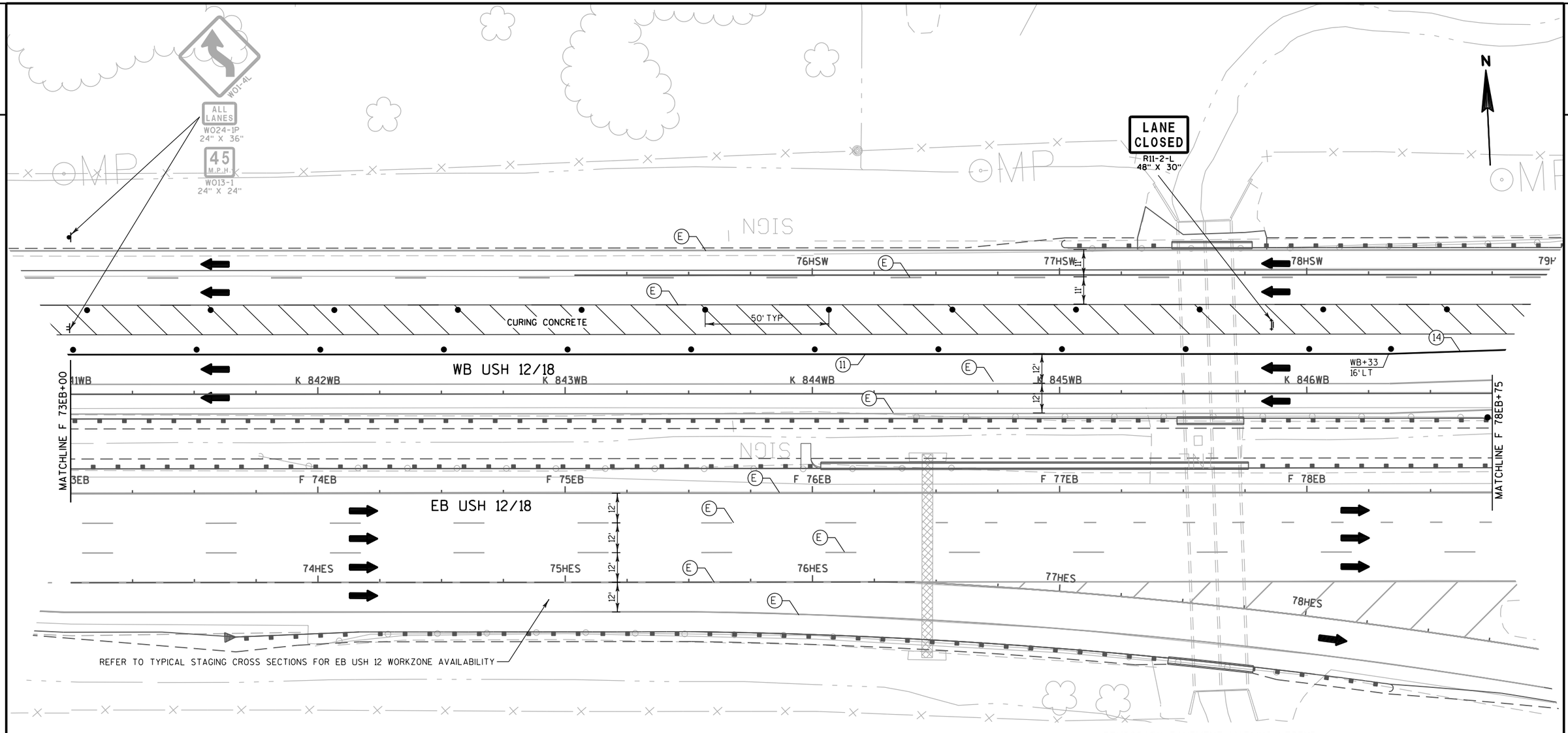
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- (P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3	SHEET 293	E



TEMPORARY PAVEMENT MARKING LEGEND

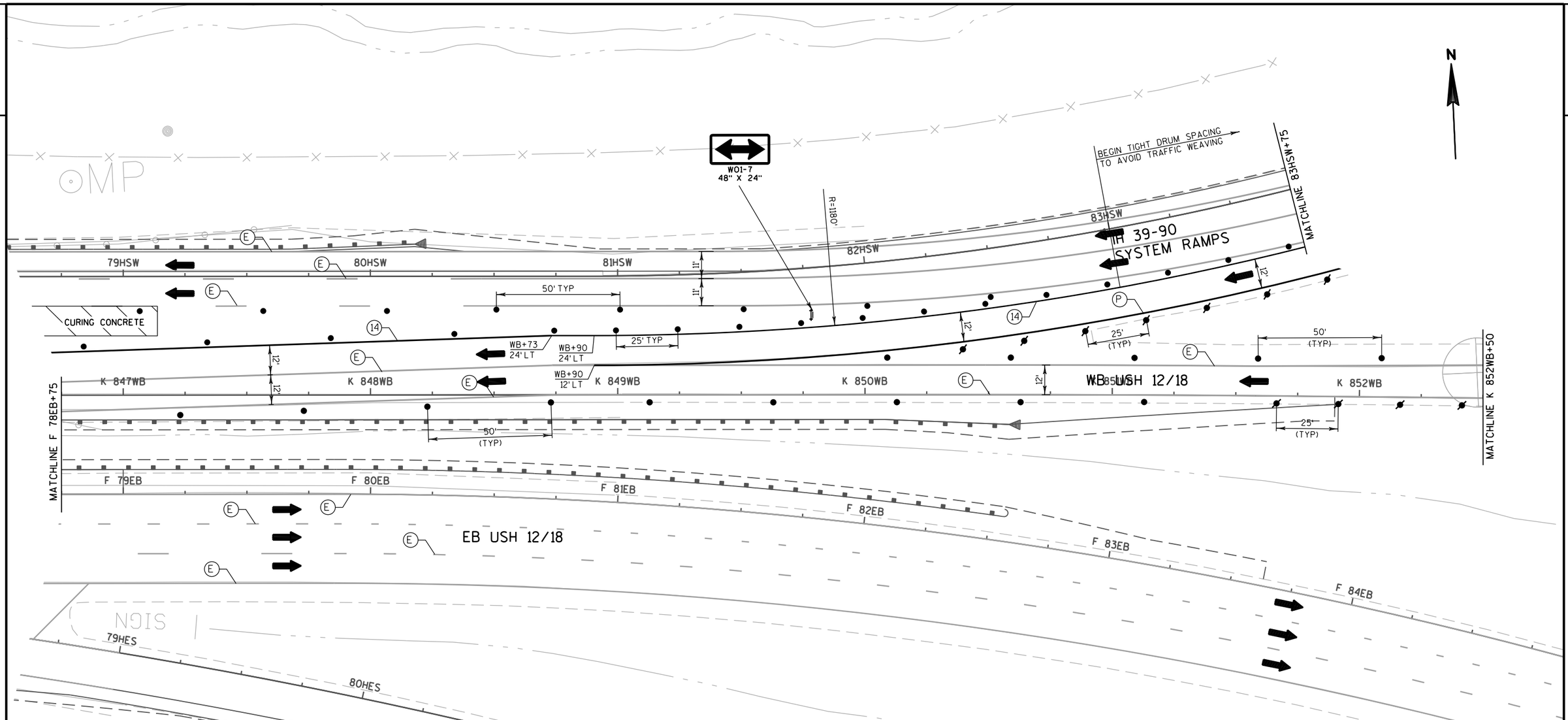
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- (E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

NOTE:

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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3	SHEET 294	E

2



NOTE:

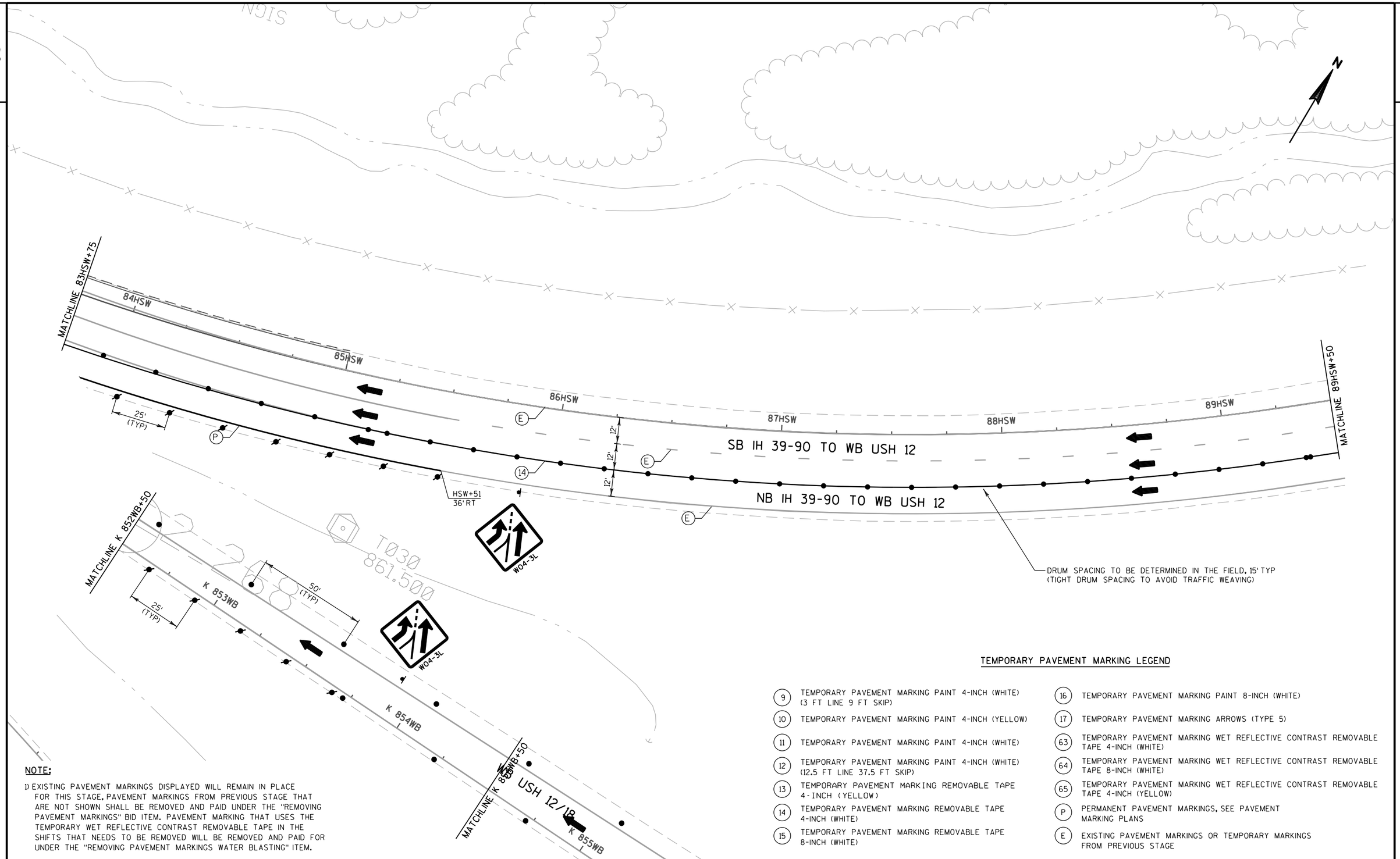
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TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
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P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3	SHEET 295	E

2



NOTE:

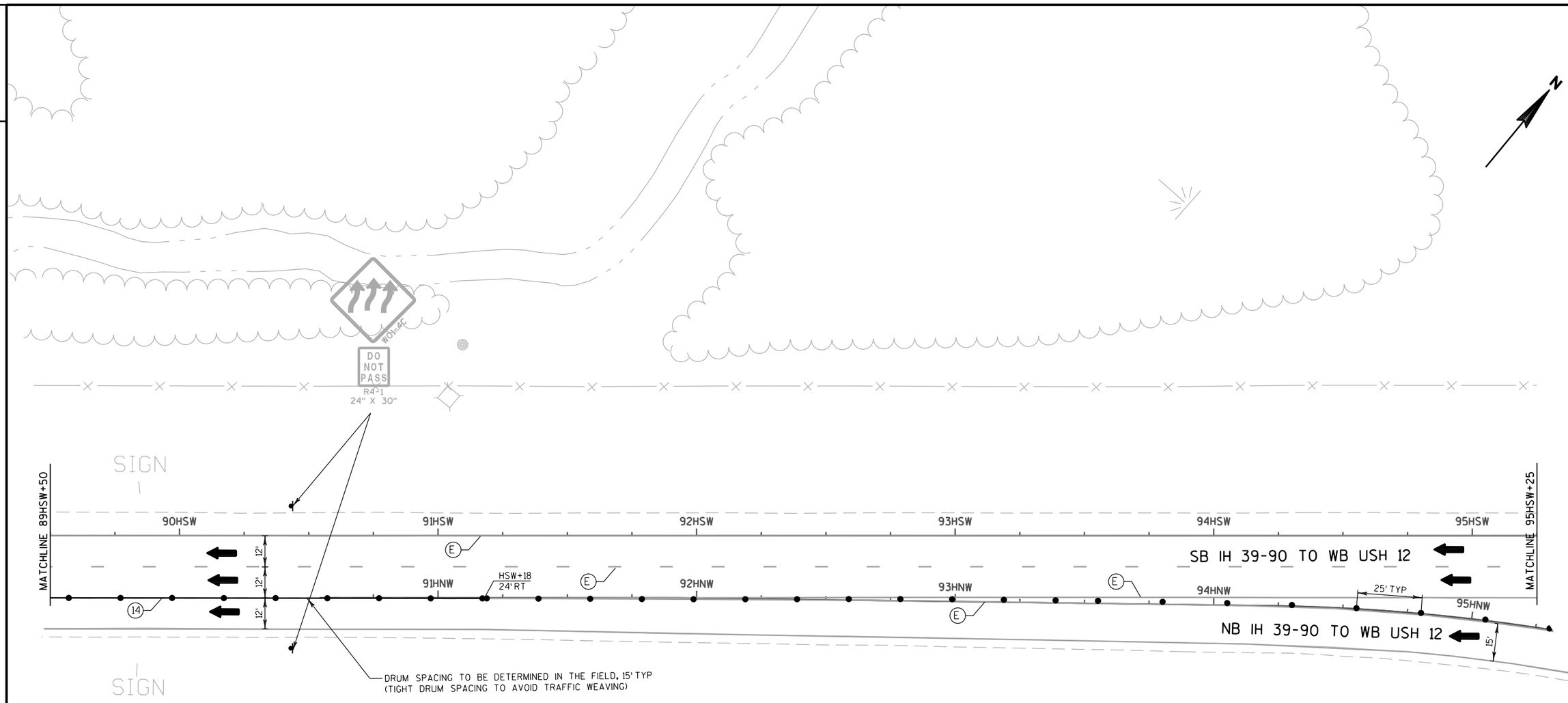
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TEMPORARY PAVEMENT MARKING LEGEND

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14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3	SHEET 296	E

2



NOTE:

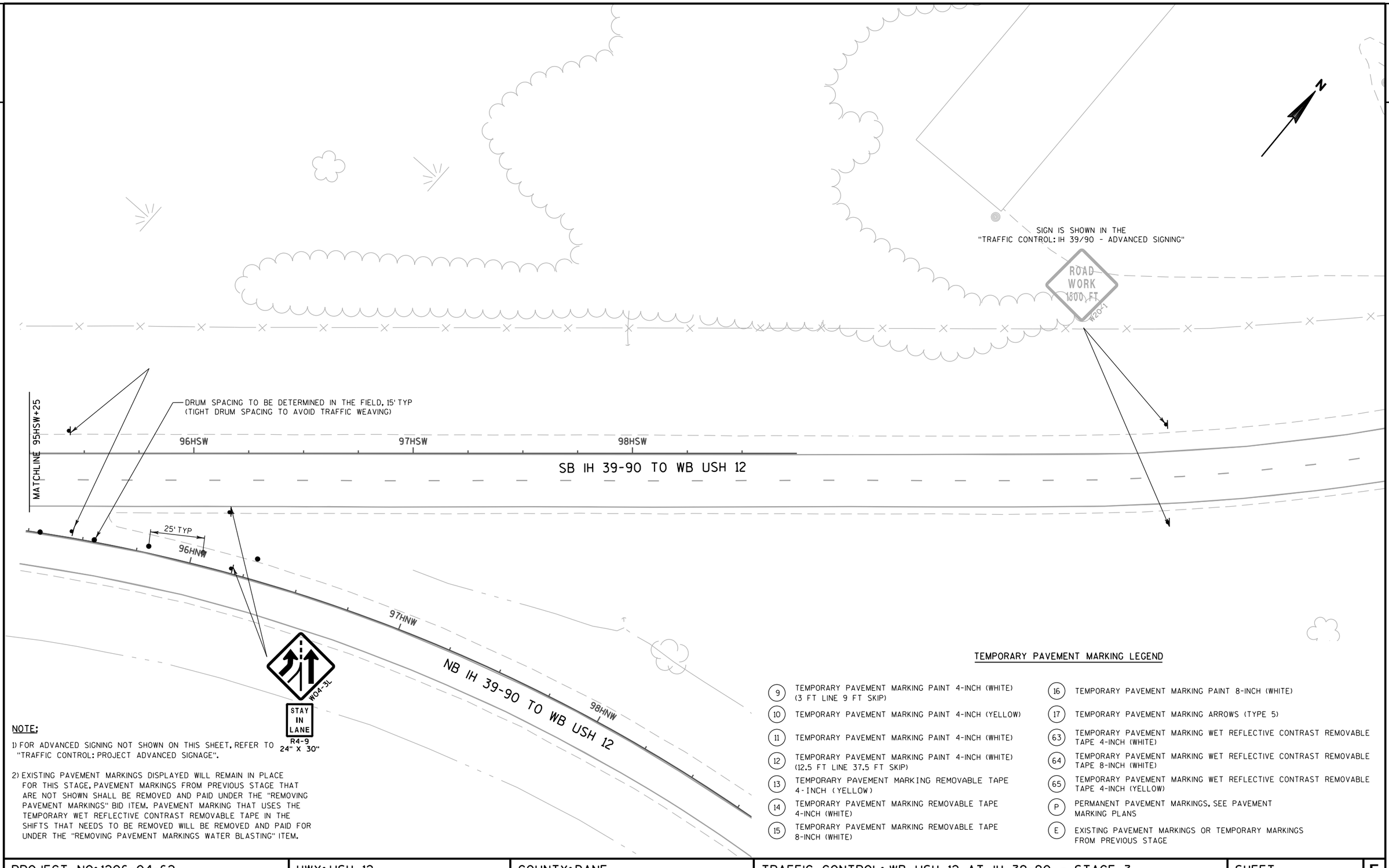
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TEMPORARY PAVEMENT MARKING LEGEND

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(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3	SHEET 297	E

2



NOTE:

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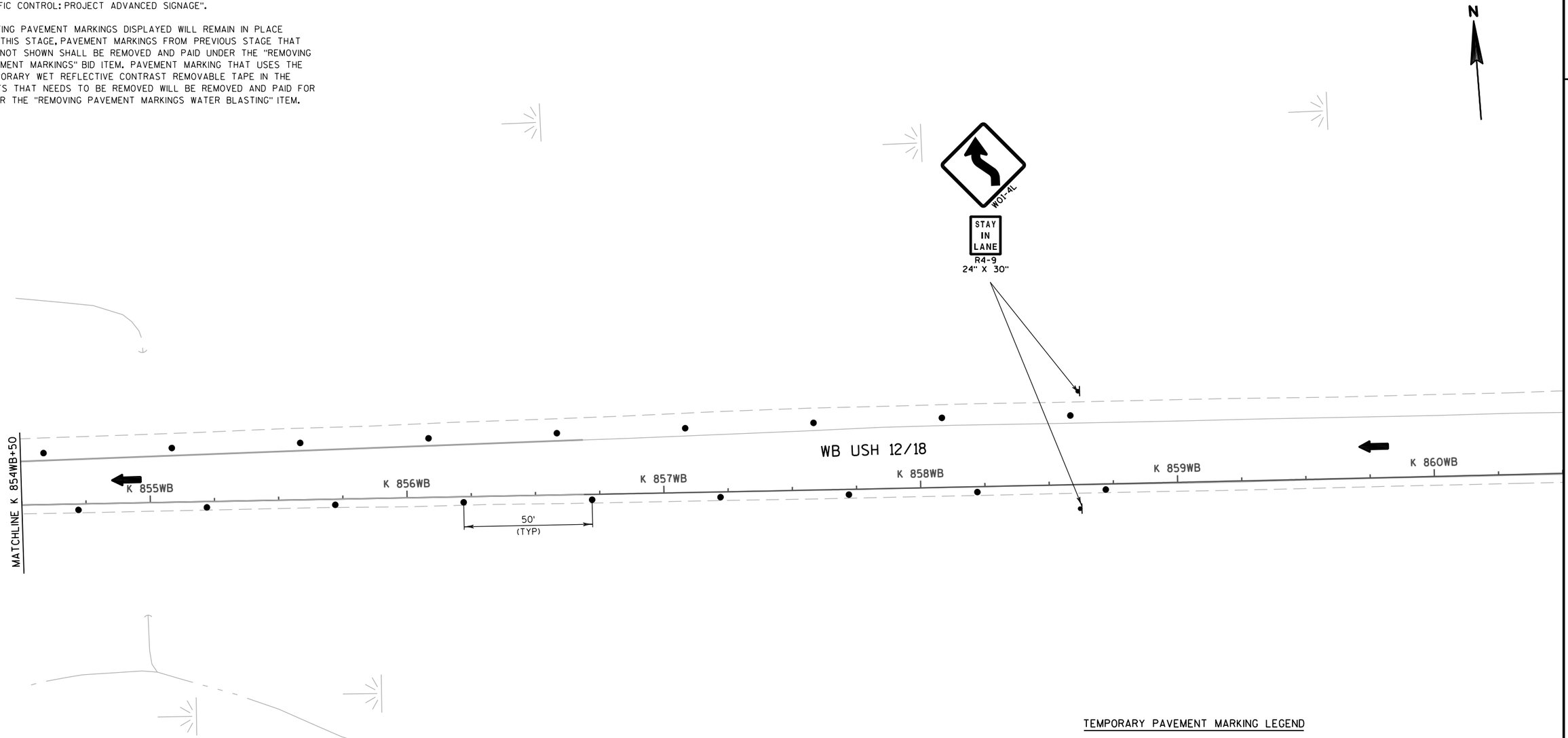
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3	SHEET 298	E

2

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(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	(65)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(14)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(15)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

END ROAD WORK
G20-2A
48" X 24"

SIGN PLACED AT 514WB+00
(SIGN PLACEMENT SHOWN ON "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE" SHEET)

N

SIGN

SIGN

WB USH 12/18

K 824WB | K 825WB | K 826WB | K 827WB | K 828WB | K 829WB

12' 12' 12' 12'

50' (TYP)

50' (TYP)

12'

50' (TYP)

12'

25' (TYP)

MATCHLINE F 61EB+50

F 56EB | F 57EB | F 58EB | F 59EB | F 60EB | F 61EB

EB USH 12/18

12' 12' 12'

REFER TO STAGING TYPICAL SECTIONS FOR EB USH 12 WORKZONE AVAILABILITY

SIGN

SIGN

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(17)	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
(63)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
(64)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
(65)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3 NIGHT	SHEET 300	E

2

2

N

AGRICULTURE DRIVE

SIGN

SIGN

W04-3L

50'
(TYP)

50' TYP

11'

CONCRETE PAVEMENT HES 10-INCH

K 830WB

K 831WB

K 832WB

K 835WB

K 831WB

K 835WB

WB USH 12/18

12'

25'
(TYP)

MATCHLINE F 61EB+50

MATCHLINE F 67EB+25

F 62EB

F 63EB

F 64EB

F 65EB

F 66EB

F 67EB

EB USH 12/18

12'

12'

12'

REFER TO TYPICAL STAGING CROSS SECTIONS FOR EB USH 12 WORKZONE AVAILABILITY

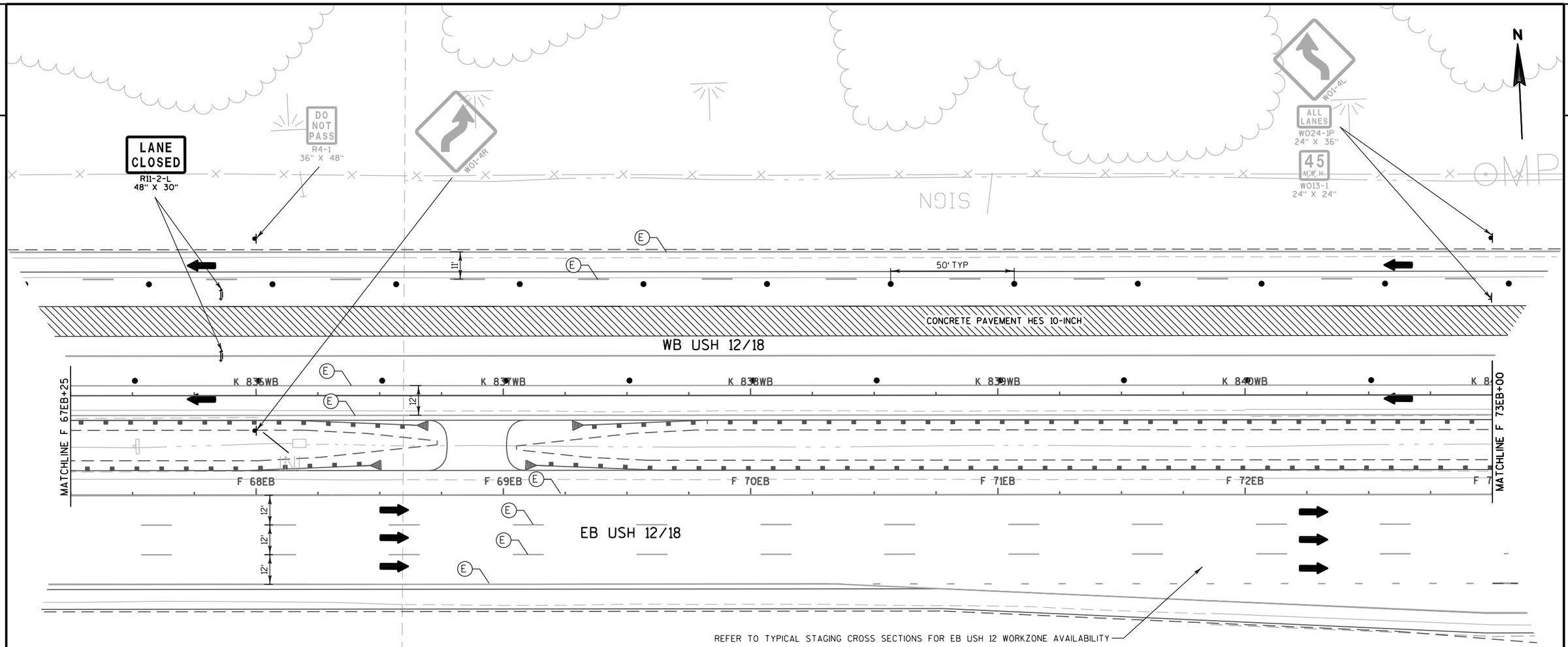
RIPRAP

TEMPORARY PAVEMENT MARKING LEGEND

(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
(10)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
(11)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
(12)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(14)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
(15)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(16)	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
(17)	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
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(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3 NIGHT	SHEET 301	E

2

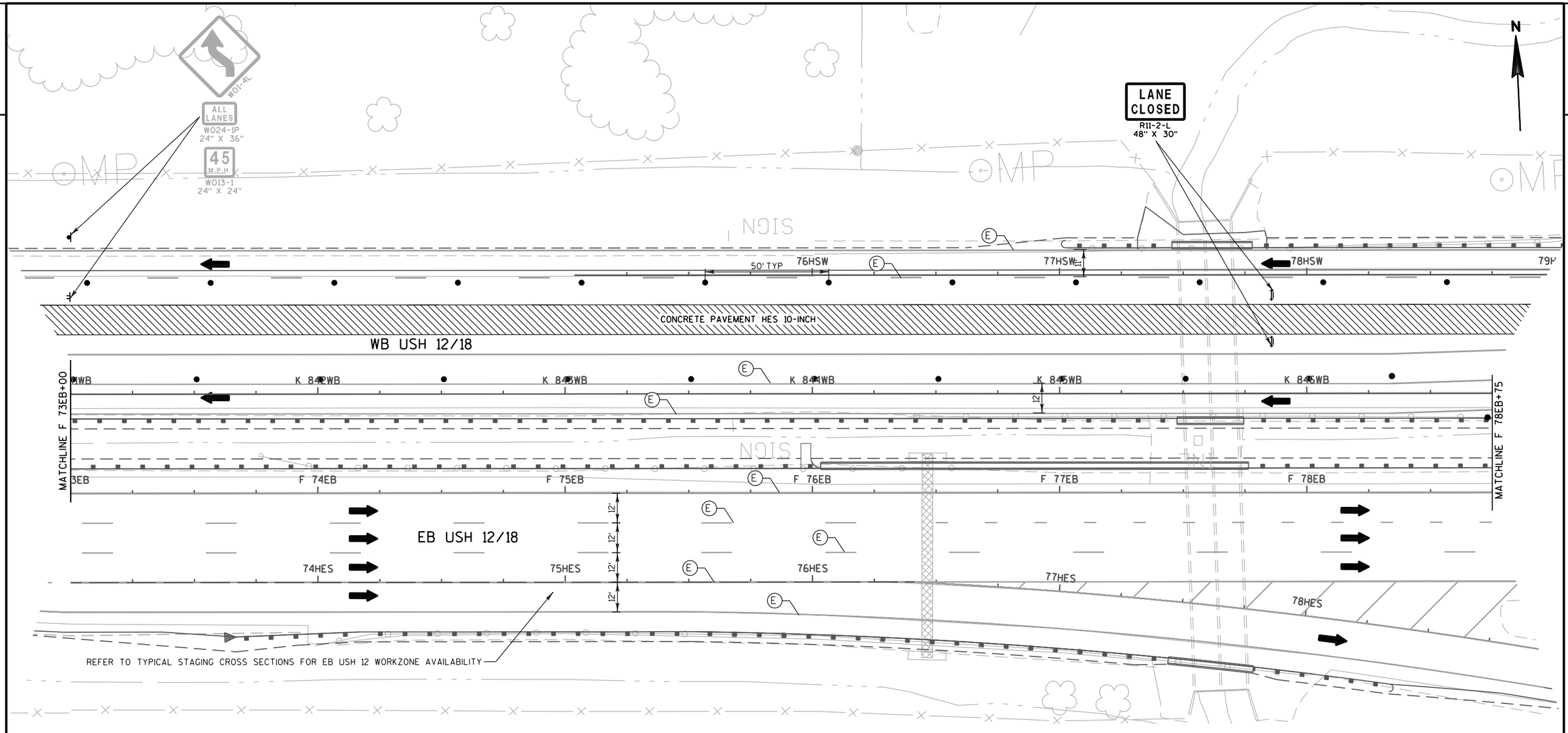


TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)	16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)	63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
12	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)	64	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-INCH (WHITE)
13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	65	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3 NIGHT	SHEET 302	E

2

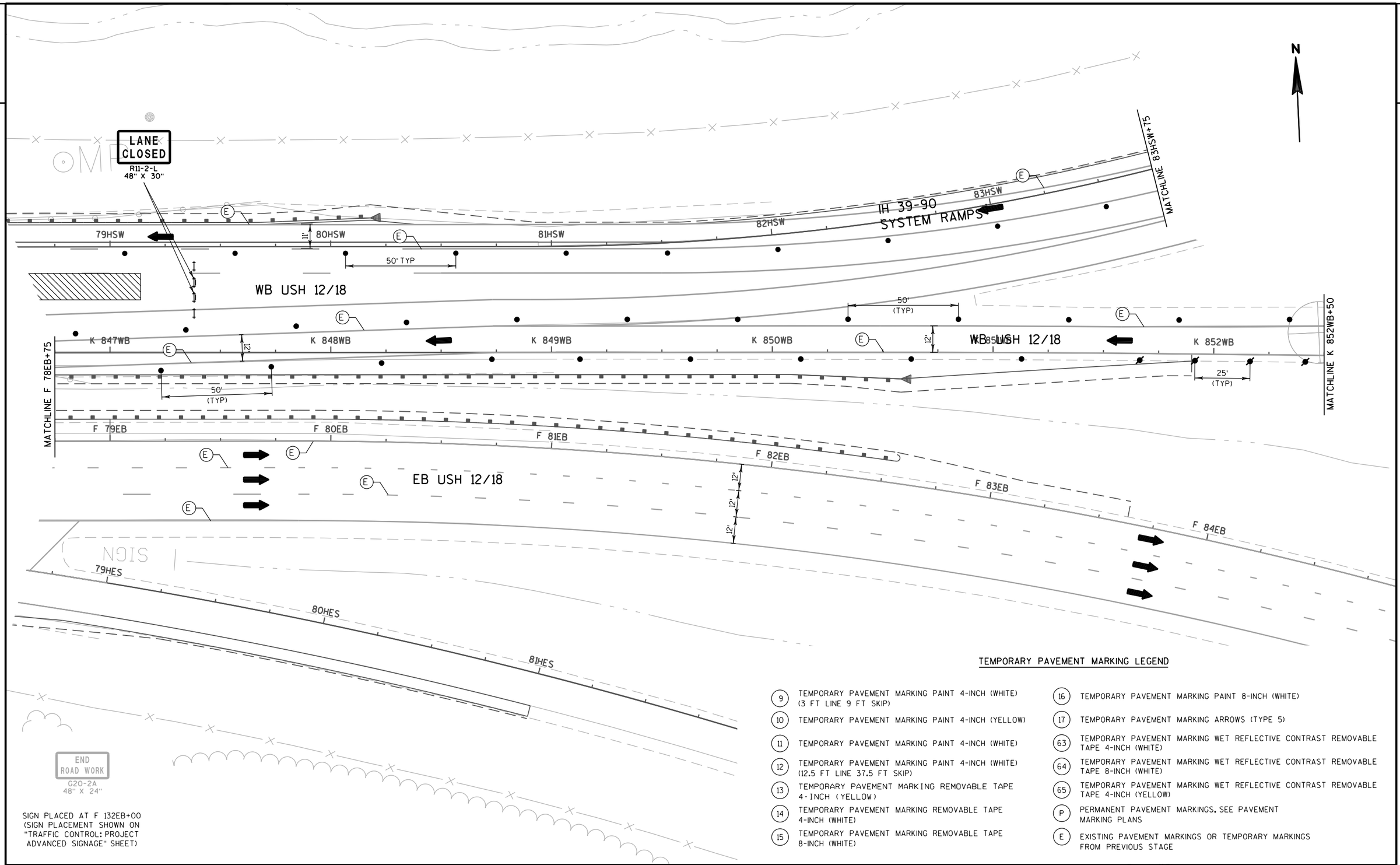


TEMPORARY PAVEMENT MARKING LEGEND

(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
(10)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
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(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3 NIGHT	SHEET 303	E

2



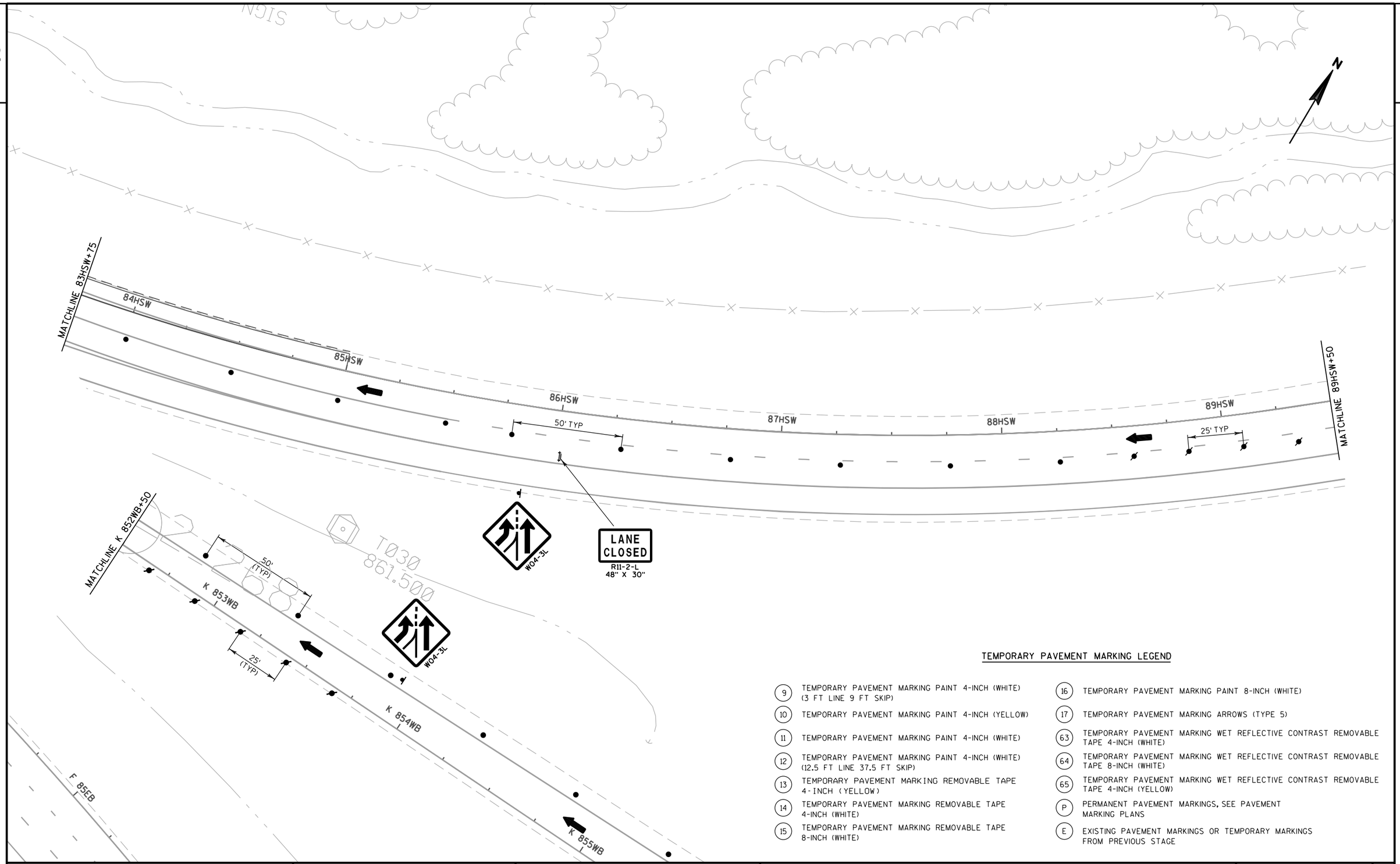
SIGN PLACED AT F 132EB+00
(SIGN PLACEMENT SHOWN ON
"TRAFFIC CONTROL: PROJECT
ADVANCED SIGNAGE" SHEET)

TEMPORARY PAVEMENT MARKING LEGEND

(9)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
(10)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
(11)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
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(16)	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
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(63)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
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(65)	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)
(P)	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
(E)	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3 NIGHT	SHEET 304	E

2

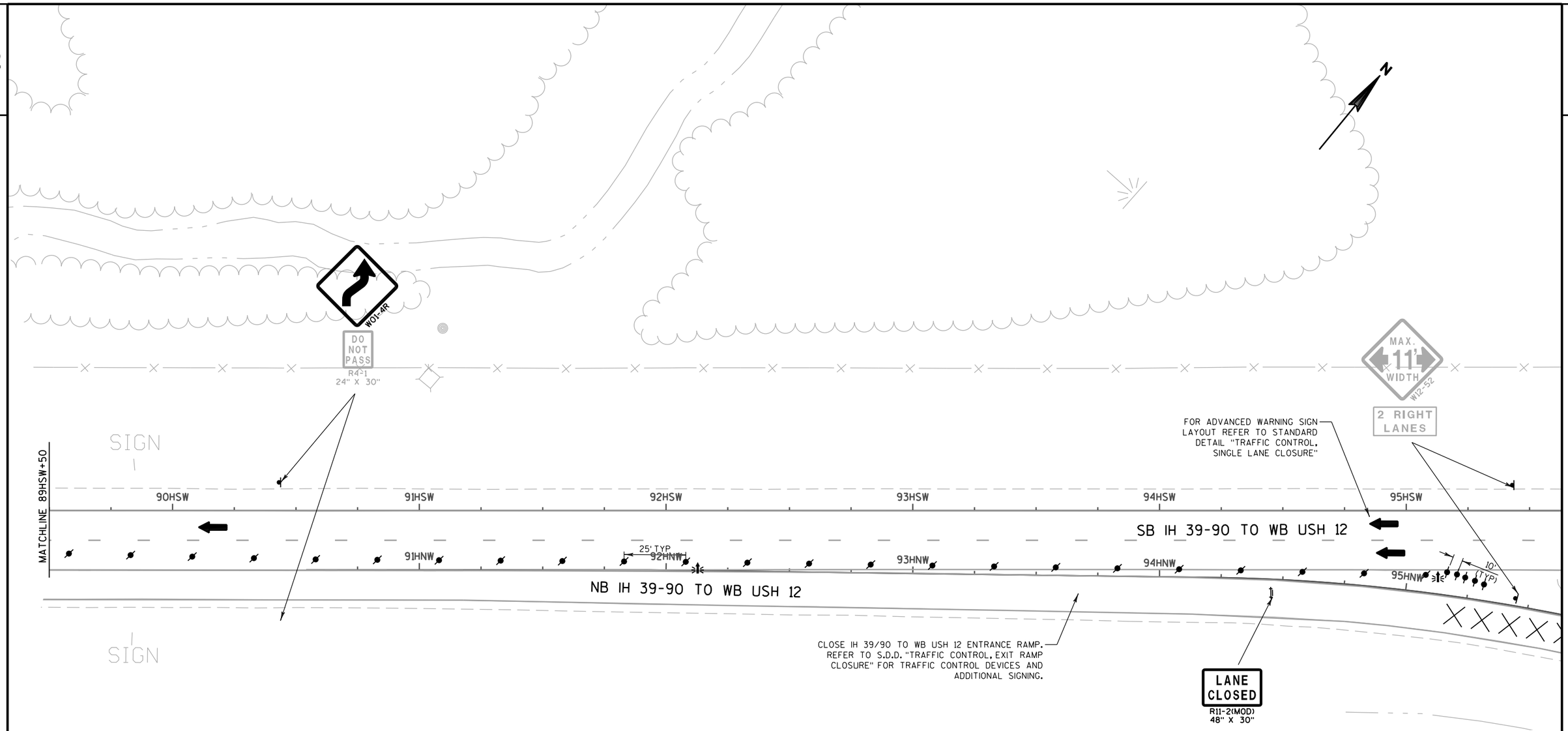


TEMPORARY PAVEMENT MARKING LEGEND

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11	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)	63	TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)
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14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3 NIGHT	SHEET 305	E

2



TEMPORARY PAVEMENT MARKING LEGEND

9	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)	16	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
10	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	17	TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)
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14	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	P	PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS
15	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	E	EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE

NOTE:

1) FOR ADVANCED SIGNING NOT SHOWN ON THIS SHEET, REFER TO "TRAFFIC CONTROL: PROJECT ADVANCED SIGNAGE".

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: WB USH 12 AT IH 39-90 - STAGE 3 NIGHT	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\026467_st-IH_st3_night.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 40:1

LEGEND

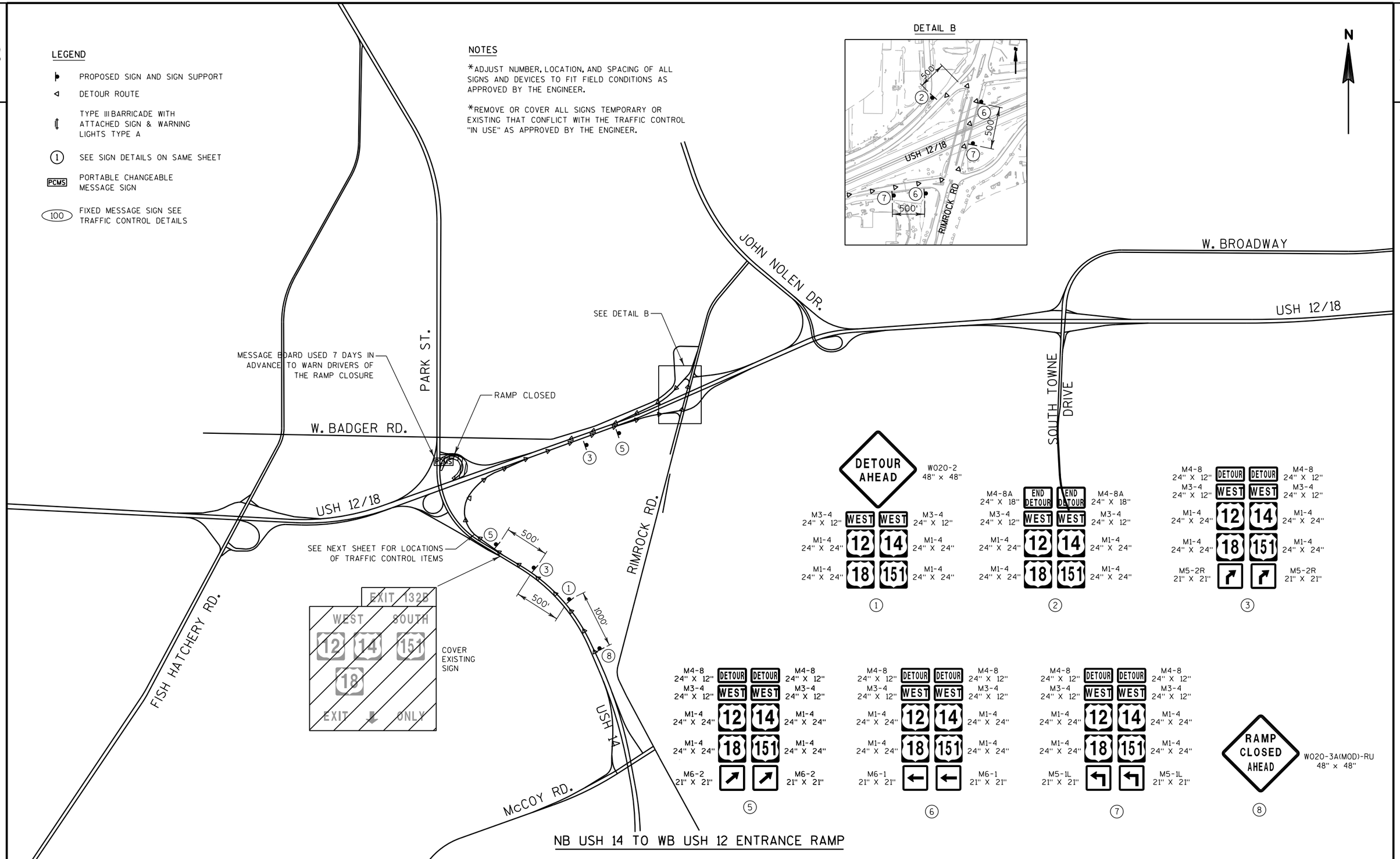
- PROPOSED SIGN AND SIGN SUPPORT
- DETOUR ROUTE
- TYPE III BARRICADE WITH ATTACHED SIGN & WARNING LIGHTS TYPE A
- (1) SEE SIGN DETAILS ON SAME SHEET
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- (100) FIXED MESSAGE SIGN SEE TRAFFIC CONTROL DETAILS

NOTES

*ADJUST NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

*REMOVE OR COVER ALL SIGNS TEMPORARY OR EXISTING THAT CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AS APPROVED BY THE ENGINEER.

DETAIL B



PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: DETOUR PLAN	SHEET 307	E

2

TEMPORARY PAVEMENT MARKING LEGEND

(9) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)

(10) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)

(11) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)

(12) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)

(13) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

(14) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

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(16) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)

(17) TEMPORARY PAVEMENT MARKING ARROWS (TYPE 5)

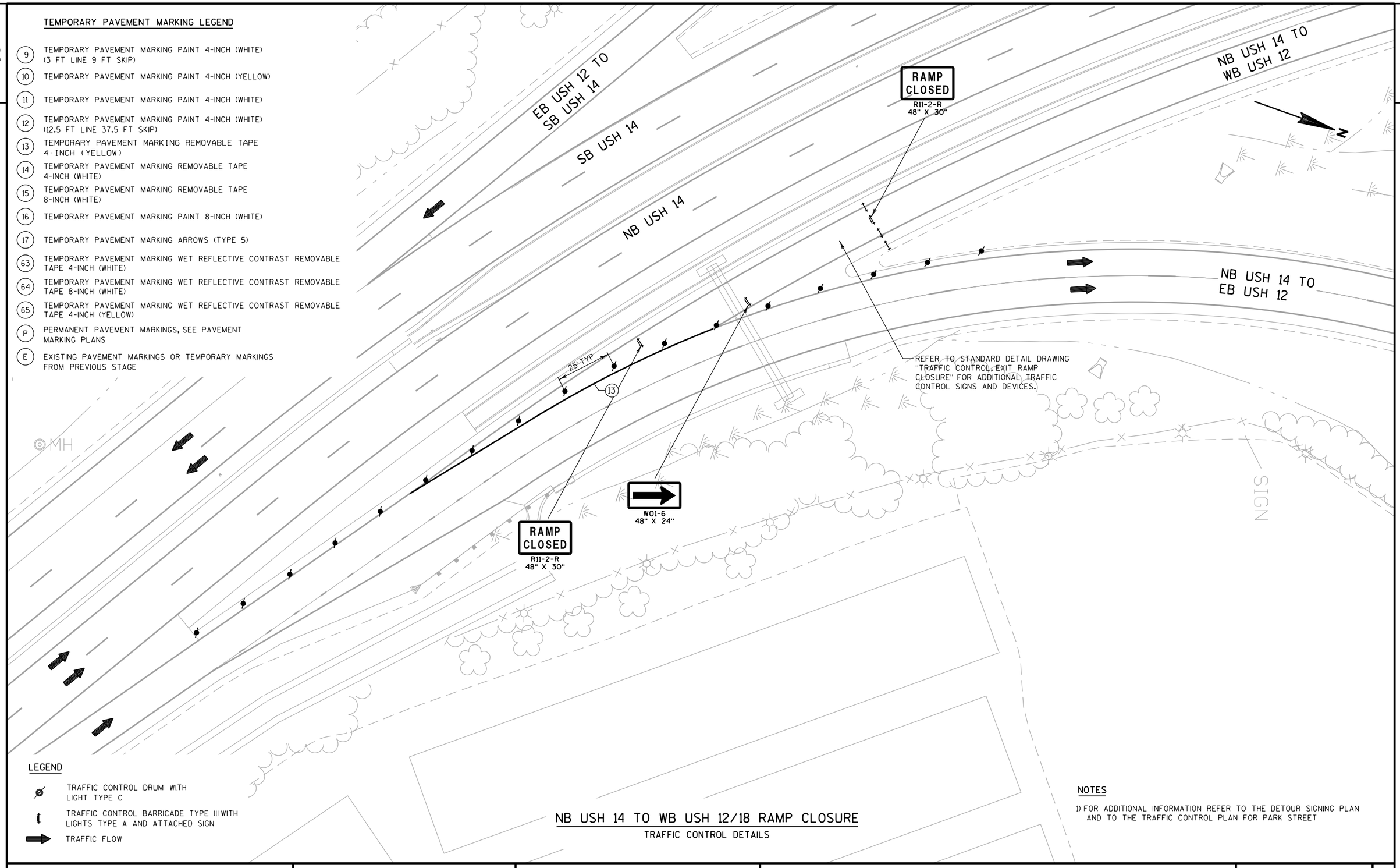
(63) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (WHITE)

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(65) TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-INCH (YELLOW)

(P) PERMANENT PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS

(E) EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS FROM PREVIOUS STAGE



LEGEND

- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC FLOW

NOTES

1) FOR ADDITIONAL INFORMATION REFER TO THE DETOUR SIGNING PLAN AND TO THE TRAFFIC CONTROL PLAN FOR PARK STREET

NB USH 14 TO WB USH 12/18 RAMP CLOSURE

TRAFFIC CONTROL DETAILS

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: DETOUR PLAN - CLOSURE DETAILS	SHEET 308	E

2

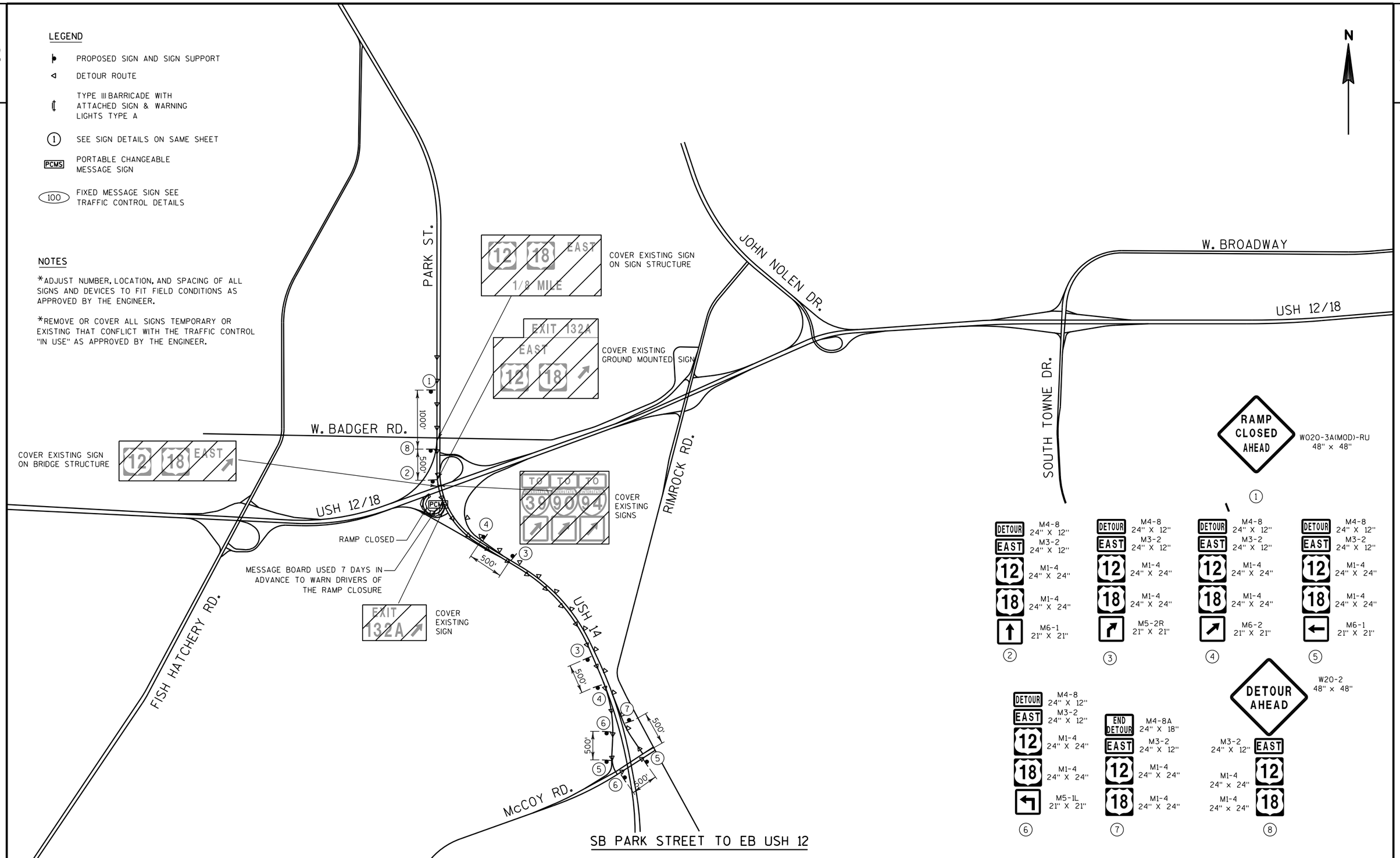
LEGEND

- PROPOSED SIGN AND SIGN SUPPORT
- DETOUR ROUTE
- TYPE III BARRICADE WITH ATTACHED SIGN & WARNING LIGHTS TYPE A
- (1) SEE SIGN DETAILS ON SAME SHEET
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- (100) FIXED MESSAGE SIGN SEE TRAFFIC CONTROL DETAILS

NOTES

*ADJUST NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

*REMOVE OR COVER ALL SIGNS TEMPORARY OR EXISTING THAT CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AS APPROVED BY THE ENGINEER.



PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: DETOUR PLAN	SHEET 309	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\027002_dt.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 1500:1

WISDOT/CADDS SHEET 42

2

N

SB PARK ST TO EB USH 12/18

EB USH 12/18

SB PARK STREET TO WB USH 12/18

BADGER ROAD

RAMP CLOSED
R11-2-R
48" X 30"

RAMP CLOSED
R11-2-R
48" X 30"

25' TYP

PARK STREET

EB USH 12 TO SB USH 14

SB USH 14

REFER TO STANDARD DETAIL DRAWING "TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR ADDITIONAL TRAFFIC CONTROL SIGNS AND DEVICES.

NB USH 14

NB USH 14 TO WB USH 12

NB USH 14 TO EB USH 12

WB USH 12/18

SB PARK STREET TO EB USH 12/18 RAMP CLOSURE

TRAFFIC CONTROL DETAILS

NOTES

1) FOR ADDITIONAL INFORMATION REFER TO THE DETOUR SIGNING PLAN AND TO THE TRAFFIC CONTROL PLAN FOR PARK STREET

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: DETOUR PLAN - CLOSURE DETAILS	SHEET 310	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\027002b_dt.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 100:1

2

LEGEND

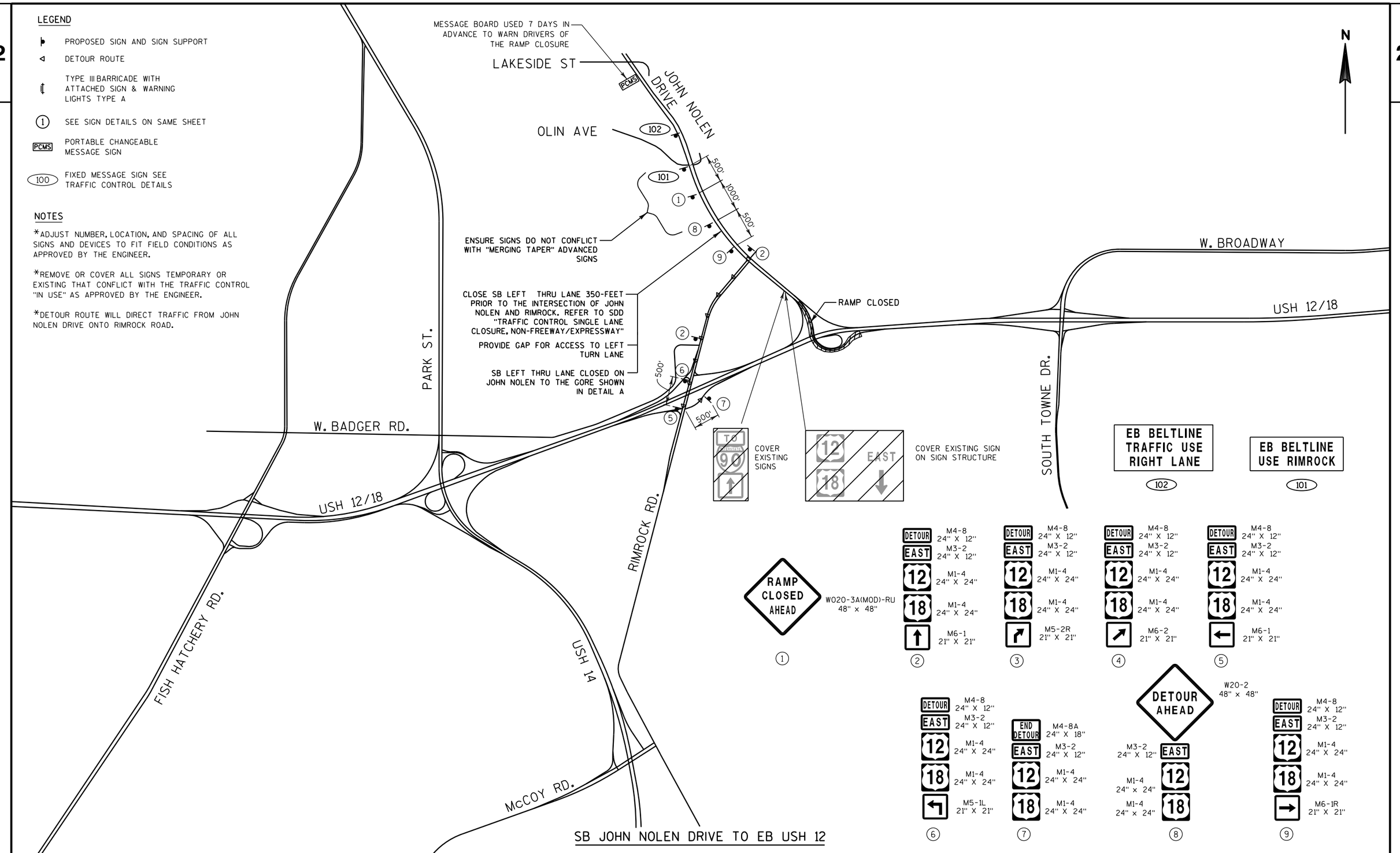
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- DETOUR ROUTE
- TYPE III BARRICADE WITH ATTACHED SIGN & WARNING LIGHTS TYPE A
- (1) SEE SIGN DETAILS ON SAME SHEET
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- (100) FIXED MESSAGE SIGN SEE TRAFFIC CONTROL DETAILS

NOTES

*ADJUST NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

*REMOVE OR COVER ALL SIGNS TEMPORARY OR EXISTING THAT CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AS APPROVED BY THE ENGINEER.

*DETOUR ROUTE WILL DIRECT TRAFFIC FROM JOHN NOLEN DRIVE ONTO RIMROCK ROAD.



RAMP CLOSED AHEAD — W020-3A(MOD)-RU 48" x 48" — (1)

	(2)	(3)	(4)	(5)
DETOUR	M4-8 24" X 12"	M4-8 24" X 12"	M4-8 24" X 12"	M4-8 24" X 12"
EAST	M3-2 24" X 12"	M3-2 24" X 12"	M3-2 24" X 12"	M3-2 24" X 12"
12	M1-4 24" X 24"	M1-4 24" X 24"	M1-4 24" X 24"	M1-4 24" X 24"
18	M1-4 24" X 24"	M1-4 24" X 24"	M1-4 24" X 24"	M1-4 24" X 24"
	M6-1 21" X 21"	M5-2R 21" X 21"	M6-2 21" X 21"	M6-1 21" X 21"

	(6)	(7)	(8)	(9)
DETOUR	M4-8 24" X 12"			M4-8 24" X 12"
EAST	M3-2 24" X 12"		M3-2 24" X 12" EAST	M3-2 24" X 12"
12	M1-4 24" X 24"		M1-4 24" x 24" 12	M1-4 24" X 24"
18	M1-4 24" X 24"		M1-4 24" x 24" 18	M1-4 24" X 24"
	M5-1L 21" X 21"	END DETOUR M4-8A 24" X 18"; EAST M3-2 24" X 12"; 12 M1-4 24" X 24"; 18 M1-4 24" X 24"	DETOUR AHEAD W20-2 48" x 48"	M6-1R 21" X 21"

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: DETOUR PLAN	SHEET 311	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\027004_dt.dgn PLOT DATE : 1/7/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 1500:1

WISDOT/CADDS SHEET 42

NB IH 39/90 ENTRANCE LOOP RAMP TO WB USH 12

NIGHTTIME CLOSURE ONLY

N

MONONA DR.

STOUGHTON RD.

STOUGHTON RD.

STOUGHTON RD.

STH 30

PCMS

DIRECT TRAFFIC ONTO SB STOUGHTON ROAD

ONCE TRAFFIC IS ON SB STOUGHTON ROAD, EXISTING SIGNS WILL DIRECT TRAFFIC BACK ONTO THE BELTLINE

USH 12/18

DIRECT TRAFFIC ONTO NB STH 30

IH 39/90

PCMS

WORK ZONE

DIRECT TRAFFIC TO TAKE WB STH 30

IH 39/90

DIRECT TRAFFIC TO CONTINUE ON NB IH 39/90

PCMS

IH 39/90

CLOSE IH 39/90 TO WB USH 12 ENTRANCE RAMP. REFER TO S.D.D. "TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR TRAFFIC CONTROL DEVICES AND ADDITIONAL SIGNING. RAMP CLOSURE PAID UNDER SPECIAL ITEM "TRAFFIC CONTROL CLOSE-OPEN FREEWAY ENTRANCE RAMP"

PLACE PCMS PRIOR TO CTH N INTERCHANGE

IH 94

NOTES

*DETOUR CONFIGURATION WILL BE USED DURING NIGHTTIME CLOSURES TO THE NB IH 39-90 TO WB USH 12 SYSTEM RAMP.

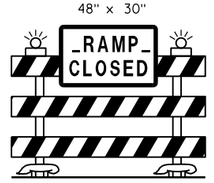
*ADJUST NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

*REMOVE OR COVER ALL SIGNS TEMPORARY OR EXISTING THAT CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AS APPROVED BY THE ENGINEER.

LEGEND

- PROPOSED SIGN AND SIGN SUPPORT
- DETOUR ROUTE
- TYPE III BARRICADE WITH ATTACHED SIGN & WARNING LIGHTS TYPE A
- (1) SEE SIGN DETAILS ON SAME SHEET
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- (100) FIXED MESSAGE SIGN SEE TRAFFIC CONTROL DETAILS

R11-2
48" x 30"



(1)

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	TRAFFIC CONTROL: DETOUR PLAN	SHEET 312	E

DATE 14JAN14 E S T I M A T E O F Q U A N T I T I E S

LINE 1206-04-62

NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	
0010	108.3100.S	INCENTIVE/DISINCENTIVE FOR INTERIM COMPLETION OF WORK 01. JOHN NOLEN DRIVE SUBSEGMENT	CD	10.000	10.000
0020	108.3100.S	INCENTIVE/DISINCENTIVE FOR INTERIM COMPLETION OF WORK 02. SB JOHN NOLEN DRIVE TO EB US 12 RAMP	CD	7.000	7.000
0030	108.3100.S	INCENTIVE/DISINCENTIVE FOR INTERIM COMPLETION OF WORK 03. PARK STREET SUBSEGMENT	CD	10.000	10.000
0040	108.3100.S	INCENTIVE/DISINCENTIVE FOR INTERIM COMPLETION OF WORK 04. IH39/WB US 12 SUBSEGMENT	CD	5.000	5.000
0050	108.4400	CPM PROGRESS SCHEDULE	EACH	1.000	1.000
0060	201.0120	CLEARING	ID	18.000	18.000
0070	201.0220	GRUBBING	ID	18.000	18.000
0080	203.0200	REMOVING OLD STRUCTURE (STATION) 01. 551EB+20	LS	1.000	1.000
0090	203.0200	REMOVING OLD STRUCTURE (STATION) 02. 564EB+25	LS	1.000	1.000
0100	203.0200	REMOVING OLD STRUCTURE (STATION) 03. 551WB+24	LS	1.000	1.000
0110	203.0200	REMOVING OLD STRUCTURE (STATION) 04. 564WB+25	LS	1.000	1.000
0120	203.0200	REMOVING OLD STRUCTURE (STATION) 05. 22EB+00	LS	1.000	1.000
0130	203.0225.S	DEBRIS CONTAINMENT (STRUCTURE) 01. B-13-280	LS	1.000	1.000
0140	204.0100	REMOVING PAVEMENT	SY	32.000	32.000
0150	204.0150	REMOVING CURB & GUTTER	LF	332.000	332.000
0160	204.0157	REMOVING CONCRETE BARRIER	LF	2,151.000	2,151.000
0170	204.0165	REMOVING GUARDRAIL	LF	14,284.000	14,284.000
0180	204.0190	REMOVING SURFACE DRAINS	EACH	2.000	2.000
0190	204.0195	REMOVING CONCRETE BASES	EACH	6.000	6.000
0200	204.0220	REMOVING INLETS	EACH	3.000	3.000
0210	204.0270	ABANDONING CULVERT PIPES	EACH	1.000	1.000
0220	205.0100	EXCAVATION COMMON	CY	26,655.000	26,655.000
0230	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 01. B-13-17	LS	1.000	1.000
0240	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 02. B-13-192	LS	1.000	1.000
0250	206.6000.S	TEMPORARY SHORING	SF	1,110.000	1,110.000
0260	210.0100	BACKFILL STRUCTURE	CY	850.000	850.000
0270	213.0100	FINISHING ROADWAY (PROJECT) 01. 1206-04-62	EACH	1.000	1.000
0280	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	12,390.000	12,390.000
0290	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	62.000	62.000
0300	415.0100	CONCRETE PAVEMENT 10-INCH	SY	87,718.000	87,718.000
0310	415.0410	CONCRETE PAVEMENT APPROACH SLAB	SY	1,574.000	1,574.000
0320	415.1100	CONCRETE PAVEMENT HES 10-INCH	SY	3,316.000	3,316.000
0330	416.0610	DRILLED TIE BARS	EACH	69,063.000	69,063.000
0340	416.0620	DRILLED DOWEL BARS	EACH	18,344.000	18,344.000
0350	416.1010	CONCRETE SURFACE DRAINS	CY	6.000	6.000
0360	416.1110	CONCRETE RUMBLE STRIPS SHOULDER	LF	88,108.000	88,108.000
0370	416.1710	CONCRETE PAVEMENT REPAIR	SY	5,461.000	5,461.000
0380	416.1715	CONCRETE PAVEMENT REPAIR SHES	SY	5,112.000	5,112.000
0390	416.1720	CONCRETE PAVEMENT REPLACEMENT	SY	5,295.000	5,295.000

3

DATE 14JAN14 E S T I M A T E O F Q U A N T I T I E S

LINE 1206-04-62

NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	
0400	420.1000.S	CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING	SY	335,463.000	335,463.000
0410	455.0105	ASPHALTIC MATERIAL PG58-28	TON	8.000	8.000
0420	455.0605	TACK COAT	GAL	2.000	2.000
0430	460.1103	HMA PAVEMENT TYPE E-3	TON	131.000	131.000
0440	465.0105	ASPHALTIC SURFACE	TON	255.000	255.000
0450	465.0110	ASPHALTIC SURFACE PATCHING	TON	200.000	200.000
0460	465.0315	ASPHALTIC FLUMES	SY	30.000	30.000
0470	502.0100	CONCRETE MASONRY BRIDGES	CY	6.000	6.000
0480	502.0717.S	CRACK SEALING EPOXY	LF	1,920.000	1,920.000
0490	502.3100	EXPANSION DEVICE (STRUCTURE) 01. B-13-16	LS	1.000	1.000
0500	502.3100	EXPANSION DEVICE (STRUCTURE) 02. B-13-17	LS	1.000	1.000
0510	502.3100	EXPANSION DEVICE (STRUCTURE) 03. B-13-191	LS	1.000	1.000
0520	502.3100	EXPANSION DEVICE (STRUCTURE) 04. B-13-192	LS	1.000	1.000
0530	502.3100	EXPANSION DEVICE (STRUCTURE) 05. B-13-280	LS	1.000	1.000
0540	502.3200	PROTECTIVE SURFACE TREATMENT	SY	3,643.000	3,643.000
0550	502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	4,557.000	4,557.000
0560	502.5005	MASONRY ANCHORS TYPE L NO. 5 BARS	EACH	1,042.000	1,042.000
0570	502.5010	MASONRY ANCHORS TYPE L NO. 6 BARS	EACH	46.000	46.000
0580	505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	35,020.000	35,020.000
0590	505.0904	BAR COUPLERS NO. 4	EACH	32.000	32.000
0600	505.0905	BAR COUPLERS NO. 5	EACH	24.000	24.000
0610	505.0906	BAR COUPLERS NO. 6	EACH	80.000	80.000
0620	505.0907	BAR COUPLERS NO. 7	EACH	40.000	40.000
0630	506.6000	BEARING ASSEMBLIES EXPANSION (STRUCTURE) 01. B-13-280	EACH	4.000	4.000
0640	506.7050.S	REMOVING BEARINGS (STRUCTURE) 01. B-13-280	EACH	4.000	4.000
0650	509.0301	PREPARATION DECKS TYPE 1	SY	405.100	405.100
0660	509.0302	PREPARATION DECKS TYPE 2	SY	162.500	162.500
0670	509.1000	JOINT REPAIR	SY	441.000	441.000
0680	509.1500	CONCRETE SURFACE REPAIR	SF	120.000	120.000
0690	509.2000	FULL-DEPTH DECK REPAIR	SY	71.000	71.000
0700	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	369.000	369.000
0710	509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY (STRUCTURE) 01. B-13-280	SY	3,181.000	3,181.000
0720	520.0118	CULVERT PIPE CLASS III 18-INCH	LF	11.000	11.000
0730	520.1012	APRON ENDWALLS FOR CULVERT PIPE 12-INCH	EACH	2.000	2.000
0740	520.7000	CLEANING CULVERT PIPES	EACH	1.000	1.000
0750	520.8000	CONCRETE COLLARS FOR PIPE	EACH	6.000	6.000
0760	520.9700.S	CULVERT PIPE LINERS (SIZE) 01. 18-INCH	LF	102.000	102.000
0770	520.9750.S	CLEANING CULVERT PIPES FOR LINER VERIFICATION	EACH	102.000	102.000
0780	521.0112	CULVERT PIPE CORRUGATED STEEL 12-INCH	LF	28.000	28.000
0790	521.0118	CULVERT PIPE CORRUGATED STEEL 18-INCH	LF	60.000	60.000
0800	521.1018	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH	EACH	3.000	3.000
0810	524.0618	APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH	EACH	1.000	1.000
0820	601.0409	CONCRETE CURB & GUTTER 30-INCH TYPE A	LF	244.000	244.000
0830	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	68.000	68.000

3

DATE 14JAN14 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1206-04-62 QUANTITY
0840	602.0405	CONCRETE SIDEWALK 4-INCH	SF	1,164.000	1,164.000
0850	603.0105	CONCRETE BARRIER SINGLE-FACED 32-INCH	LF	2,956.000	2,956.000
0860	603.1142	CONCRETE BARRIER TYPE S42	LF	80.000	80.000
0870	603.1342	CONCRETE BARRIER TYPE S42B	LF	669.000	669.000
0880	603.1356	CONCRETE BARRIER TYPE S56B	LF	41.000	41.000
0890	603.8000	CONCRETE BARRIER TEMPORARY PRECAST DELIVERED	LF	30,477.000	30,477.000
0900	603.8125	CONCRETE BARRIER TEMPORARY PRECAST INSTALLED	LF	30,477.000	30,477.000
0910	606.0100	RIPRAP LIGHT	CY	1.000	1.000
0920	611.0420	RECONSTRUCTING MANHOLES	EACH	1.000	1.000
0930	611.0530	MANHOLE COVERS TYPE J	EACH	1.000	1.000
0940	611.0535	MANHOLE COVERS TYPE J-SPECIAL	EACH	2.000	2.000
0950	611.0639	INLET COVERS TYPE H-S	EACH	2.000	2.000
0960	611.0642	INLET COVERS TYPE MS	EACH	1.000	1.000
0970	611.3230	INLETS 2X3-FT	EACH	2.000	2.000
0980	611.3901	INLETS MEDIAN 1 GRATE	EACH	1.000	1.000
0990	611.8115	ADJUSTING INLET COVERS	EACH	98.000	98.000
1000	612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	195.000	195.000
1010	614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	6.000	6.000
1020	614.0200	STEEL THRIE BEAM STRUCTURE APPROACH	LF	49.000	49.000
1030	614.0305	STEEL PLATE BEAM GUARD CLASS A	LF	1,325.000	1,325.000
1040	614.0515	GUARDRAIL STIFENED LHW	LF	125.000	125.000
1050	614.0805	CRASH CUSHIONS PERMANENT LOW MAINTENANCE	EACH	2.000	2.000
1060	614.0905	CRASH CUSHIONS TEMPORARY	EACH	19.000	19.000
1070	614.2300	MGS GUARDRAIL 3	LF	16,289.000	16,289.000
1080	614.2310	MGS GUARDRAIL 3 HS	LF	263.000	263.000
1090	614.2320	MGS GUARDRAIL 3 QS	LF	225.000	225.000
1100	614.2330	MGS GUARDRAIL 3 K	LF	400.000	400.000
1110	614.2340	MGS GUARDRAIL 3 L	LF	338.000	338.000
1120	614.2500	MGS THRIE BEAM TRANSITION	LF	1,879.000	1,879.000
1130	614.2610	MGS GUARDRAIL TERMINAL EAT	EACH	54.000	54.000
1140	614.2620	MGS GUARDRAIL TERMINAL TYPE 2	EACH	17.000	17.000
1150	616.0406	FENCE CHAIN LINK SALVAGED 6-FT	LF	30.000	30.000
1160	619.1000	MOBILIZATION	EACH	1.000	1.000
1170	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	56.000	56.000
1180	625.0100	TOPSOIL	SY	34,363.000	34,363.000
1190	627.0200	MULCHING	SY	2,049.000	2,049.000
1200	628.1104	EROSION BALES	EACH	9,356.000	9,356.000
1210	628.1504	SILT FENCE	LF	28,067.000	28,067.000
1220	628.1520	SILT FENCE MAINTENANCE	LF	28,067.000	28,067.000
1230	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	16.000	16.000
1240	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	6.000	6.000
1250	628.2004	EROSION MAT CLASS I TYPE B	SY	32,315.000	32,315.000
1260	628.7020	INLET PROTECTION TYPE D	EACH	237.000	237.000
1270	628.7504	TEMPORARY DITCH CHECKS	LF	363.000	363.000
1280	628.7570	ROCK BAGS	EACH	7.000	7.000
1290	629.0210	FERTILIZER TYPE B	CWT	29.000	29.000
1300	630.0130	SEEDING MIXTURE NO. 30	LB	809.000	809.000
1310	630.0200	SEEDING TEMPORARY	LB	1,212.000	1,212.000
1320	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	2.000	2.000
1330	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	30.000	30.000
1340	637.2210	SIGNS TYPE II REFLECTIVE H	SF	829.000	829.000

3

DATE 14JAN14 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1206-04-62 QUANTITY
1350	638.2602	REMOVING SIGNS TYPE II	EACH	79.000	79.000
1360	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	27.000	27.000
1370	642.5401	FIELD OFFICE TYPE D	EACH	1.000	1.000
1380	643.0200	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 01. 1206-04-62	DAY	167.000	167.000
1390	643.0300	TRAFFIC CONTROL DRUMS	DAY	88,509.000	88,509.000
1400	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	2,878.000	2,878.000
1410	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	5,756.000	5,756.000
1420	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	23,588.000	23,588.000
1430	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	790.000	790.000
1440	643.0900	TRAFFIC CONTROL SIGNS	DAY	22,979.000	22,979.000
1450	643.0910	TRAFFIC CONTROL COVERING SIGNS TYPE I	EACH	22.000	22.000
1460	643.0920	TRAFFIC CONTROL COVERING SIGNS TYPE II	EACH	109.000	109.000
1470	643.1000	TRAFFIC CONTROL SIGNS FIXED MESSAGE	SF	429.000	429.000
1480	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	1,623.000	1,623.000
1490	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01. 1206-04-62	EACH	1.000	1.000
1500	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	7,109.000	7,109.000
1510	645.0130	GEOTEXTILE FABRIC TYPE R	SY	5.000	5.000
1520	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	136,959.000	136,959.000
1530	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	6,548.000	6,548.000
1540	646.0406	PAVEMENT MARKING SAME DAY EPOXY 4-INCH	LF	22,059.000	22,059.000
1550	646.0600	REMOVING PAVEMENT MARKINGS	LF	484,634.000	484,634.000
1560	646.0790.S	REMOVING RAISED PAVEMENT MARKERS	EACH	500.000	500.000
1570	646.0841.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH	LF	791.000	791.000
1580	646.0843.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH	LF	23,796.000	23,796.000
1590	647.0746	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH	LF	2,345.000	2,345.000
1600	649.0100	TEMPORARY PAVEMENT MARKING 4-INCH	LF	394,849.000	394,849.000
1610	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	77,988.000	77,988.000
1620	649.0701	TEMPORARY PAVEMENT MARKING 8-INCH	LF	7,615.000	7,615.000
1630	649.1700	TEMPORARY PAVEMENT MARKING ARROWS	EACH	10.000	10.000
1640	649.2100	TEMPORARY RAISED PAVEMENT MARKERS	EACH	5,610.000	5,610.000
1650	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	638.000	638.000
1660	652.0700.S	INSTALL CONDUIT INTO EXISTING ITEM	EACH	2.000	2.000
1670	653.0135	PULL BOXES STEEL 24X36-INCH	EACH	3.000	3.000
1680	654.0105	CONCRETE BASES TYPE 5	EACH	2.000	2.000
1690	654.0108	CONCRETE BASES TYPE 8	EACH	4.000	4.000
1700	655.0630	ELECTRICAL WIRE LIGHTING 4 AWG	LF	1,657.000	1,657.000
1710	657.0255	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	EACH	2.000	2.000
1720	657.0322	POLES TYPE 5-ALUMINUM	EACH	2.000	2.000
1730	670.0100	FIELD SYSTEM INTEGRATOR	LS	1.000	1.000
1740	670.0200	ITS DOCUMENTATION	LS	1.000	1.000
1750	674.0200	CABLE MICROWAVE DETECTOR	LF	935.000	935.000
1760	674.0300	REMOVE CABLE	LF	880.000	880.000
1770	675.0300	INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY	EACH	6.000	6.000
1780	690.0150	SAWING ASPHALT	LF	668.000	668.000
1790	690.0250	SAWING CONCRETE	LF	18,742.000	18,742.000
1800	715.0415	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	21,900.000	21,900.000

3

DATE 14JAN14 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1206-04-62 QUANTITY
1810	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5.00/HR	HRS	2,700.000	2,700.000
1820	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	3,000.000	3,000.000
1830	SPV.0025	SPECIAL 01. POLYESTER POLYMER CONCRETE MASONRY	CF	3.300	3.300
1840	SPV.0035	SPECIAL 01. CONCRETE MASONRY DECK PATCHING	CY	1.000	1.000
1850	SPV.0035	SPECIAL 02. BACKFILL CONTROLLED LOW STRENGTH SPECIAL	CY	14.000	14.000
1860	SPV.0045	SPECIAL 01. PORTABLE CHANGEABLE MESSAGE SIGN WITH COMMUNICATION	DAY	710.000	710.000
1870	SPV.0045	SPECIAL 02. SAFETY VEHICLE	DAY	142.000	142.000
1880	SPV.0060	SPECIAL 01. MANHOLES TYPE E SPECIAL	EACH	2.000	2.000
1890	SPV.0060	SPECIAL 02. SECURING STRUCTURE COVERS	EACH	116.000	116.000
1900	SPV.0060	SPECIAL 03. TRAFFIC CONTROL CLOSE-OPEN FREEWAY ENTRANCE RAMP	EACH	62.000	62.000
1910	SPV.0060	SPECIAL 04. TEMPORARY THRIE BEAM CONNECTION	EACH	18.000	18.000
1920	SPV.0060	SPECIAL 05. REPLACE MISSING CONDUIT PLUG	EACH	6.000	6.000
1930	SPV.0060	SPECIAL 06. TENSION ANCHOR ROD	EACH	18.000	18.000
1940	SPV.0060	SPECIAL 07. CLEAN AND PROTECT ANCHOR ROD	EACH	34.000	34.000
1950	SPV.0060	SPECIAL 08. REMOVE SIGN BRIDGE WALKWAY	EACH	5.000	5.000
1960	SPV.0060	SPECIAL 09. REMOVE GROUT PAD	EACH	5.000	5.000
1970	SPV.0060	SPECIAL 10. INSTALL RODENT SCREEN	EACH	18.000	18.000
1980	SPV.0060	SPECIAL 11. INSTALL OR TIGHTEN SIGN PANEL HARDWARE	EACH	16.000	16.000
1990	SPV.0060	SPECIAL 12. INSTALL OR TIGHTEN HANDHOLE COVER BOLT	EACH	3.000	3.000
2000	SPV.0060	SPECIAL 13. INSTALL SIGN BRIDGE ID PLAQUE	EACH	8.000	8.000
2010	SPV.0060	SPECIAL 14. TENSION TRUSS CONNECTION BOLT	EACH	95.000	95.000
2020	SPV.0060	SPECIAL 15. CONCRETE PAVEMENT CORNER REPAIR FULL DEPTH	EACH	420.000	420.000
2030	SPV.0060	SPECIAL 16. CONCRETE BARRIER TRANSITION SECTION 32-INCH	EACH	8.000	8.000
2040	SPV.0060	SPECIAL 17. REMOVING LIGHTING ASSEMBLIES	EACH	2.000	2.000
2050	SPV.0060	SPECIAL 18. MOVING LIGHTING ASSEMBLIES	EACH	4.000	4.000
2060	SPV.0060	SPECIAL 19. TEMPORARY CONCRETE BARRIER GATE	EACH	2.000	2.000
2070	SPV.0060	SPECIAL 20. CONCRETE BARRIER TEMPORARY EMERGENCY REPAIR MOBILIZATION	EACH	12.000	12.000
2080	SPV.0060	SPECIAL 21. SALVAGE AND REINSTALL SIGN	EACH	25.000	25.000
2090	SPV.0060	SPECIAL 22. TEMPORARY BARRIER DELINEATORS ATTACHED TO EX MEDIAN BARRIER OR PARAPET	EACH	111.000	111.000
2100	SPV.0060	SPECIAL 23. REPOSITIONING TRAFFIC CONTROL DEVICES FOR CLOSURES	EACH	284.000	284.000
2110	SPV.0060	SPECIAL 24. TEMPORARY TRAFFIC CONTROL SIGNAL COVERING	EACH	14.000	14.000
2120	SPV.0085	SPECIAL 01. CONCRETE PAVEMENT CORNER REPAIR PARTIAL DEPTH	LB	107,200.000	107,200.000
2130	SPV.0090	SPECIAL 01. FILL EXISTING RUMBLE STRIPS	LF	47,665.000	47,665.000
2140	SPV.0090	SPECIAL 02. RESTORE EXISTING RUMBLE STRIPS	LF	23,857.000	23,857.000
2150	SPV.0090	SPECIAL 03. SAWING CONCRETE PRECAST PANEL INSTALLATION	LF	11,062.000	11,062.000

3

DATE 14JAN14 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1206-04-62 QUANTITY
2160	SPV.0090	SPECIAL 04. SAWING PAVEMENT DECK PREPARATION AREAS	LF	58.000	58.000
2170	SPV.0090	SPECIAL 05. SILICONE BRIDGE JOINT SEALANT	LF	222.000	222.000
2180	SPV.0090	SPECIAL 06. REMOVING PAVEMENT MARKINGS WATER BLASTING	LF	58,377.000	58,377.000
2190	SPV.0090	SPECIAL 07. TRAFFIC CONTROL GAWK SCREEN FURNISHED	LF	26,236.000	26,236.000
2200	SPV.0090	SPECIAL 08. TRAFFIC CONTROL GAWK SCREEN INSTALLED	LF	33,566.000	33,566.000
2210	SPV.0090	SPECIAL 09. TRAFFIC CHANNELIZING CURB SYSTEM DELIVERED	LF	2,681.000	2,681.000
2220	SPV.0090	SPECIAL 10. TRAFFIC CHANNELIZING CURB SYSTEM INSTALLED	LF	4,158.000	4,158.000
2230	SPV.0090	SPECIAL 11. TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-IN	LF	12,045.000	12,045.000
2240	SPV.0090	SPECIAL 12. TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-IN	LF	104,395.000	104,395.000
2250	SPV.0090	SPECIAL 13. PROFILE CURB CUT	LF	1,040.000	1,040.000
2260	SPV.0105	SPECIAL 01. INSPECT PRIMARY BOLTED CONNECTIONS	LS	1.000	1.000
2270	SPV.0105	SPECIAL 02. TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE SPECIAL EVENT	LS	1.000	1.000
2280	SPV.0105	SPECIAL 03. SURVEY PROJECT (1206-04-62)	LS	1.000	1.000
2290	SPV.0105	SPECIAL 04. CONCRETE BARRIER TEMPORARY PRECAST EMERGENCY REPAIR STANDBY TIME	LS	1.000	1.000
2300	SPV.0170	SPECIAL 01. PREPARE FOUNDATION FOR CONCRETE PAVEMENT SPECIAL	STA	1,204.000	1,204.000
2310	SPV.0170	SPECIAL 02. STREET SWEEPING	STA	38.000	38.000
2320	SPV.0180	SPECIAL 01. CONCRETE PAVEMENT REPAIR PRECAST 10-INCH	SY	3,849.000	3,849.000
2330	SPV.0180	SPECIAL 02. CONCRETE PAVEMENT REPLACEMENT PRECAST 10-INCH	SY	1,179.000	1,179.000
2340	SPV.0180	SPECIAL 03. CLEAN ABUTMENT SEATS	SY	178.000	178.000

3

3

REMOVALS

CATEGORY	STATION FROM	STATION TO	OFFSET	DIRECTION	201.0120 CLEARING ID	201.0220 GRUBBING ID	204.0150 REMOVING CURB & GUTTER LF	204.0157 REMOVING CONCRETE BARRIER LF	204.0190 REMOVING SURFACE DRAINS EACH	204.0220 REMOVING INLETS EACH	616.0406 FENCE CHAIN LINK SALVAGED 6-FT LF	646.0790.S REMOVING RAISED PAVEMENT MARKERS	COMMENTS
0010	468FNW+47	469FNW+07	LT	TODD DR. NW RAMP	--	--	60	--	--	--	--	--	
	506EB+93	507EB+01	RT	EB USH 12/18	--	--	8	--	--	1	--	--	
	B543EB+28	B549EB+89	LT	EB USH 12/18	--	--	--	661	--	--	--	--	MEDIAN BARRIER
	B550EB+10	B550EB+19	RT	EB USH 12/18	--	--	9	--	--	1	--	--	
	B552EB+19	B552EB+36	RT	EB USH 12/18	--	--	17	--	--	1	--	--	
	B575EB+33	B583EB+50	LT	EB USH 12/18	--	--	--	817	--	--	--	--	MEDIAN BARRIER
	C593EB+19	C594EB+04	RT	EB USH 12/18	--	--	--	85	--	--	--	--	
	C606EB+52	C606EB+82	RT	EB USH 12/18	--	--	--	--	--	--	30	--	
	E77EB+10	E77EB+16	RT	EB USH 12/18	--	--	--	--	1	--	--	--	
	F51EB+03	F52EB+91	LT	EB USH 12/18	--	--	--	89	--	--	--	--	
	C598WB+53	C599WB+43	LT	WB USH 12/18	--	--	--	90	--	--	--	--	
	D621WB+50	-	LT	WB USH 12/18	18	18	--	--	--	--	--	--	REMOVE EXISTING TREE
	F688WB+00	F688WB+13	LT	WB USH 12/18	--	--	--	--	1	--	--	--	
	K820WB+51	K821WB+35	RT	WB USH 12/18	--	--	--	84	--	--	--	--	
	8JSE+25	8JSE+65	RT	JOHN NOLEN DR. SE RAMP	--	--	40	--	--	--	--	--	
	11JSE+43	12JSE+04	LT	JOHN NOLEN DR. SE RAMP	--	--	--	76	--	--	--	--	
	139MNE+93	140MNE+06	RT	MONONA DR. NE RAMP	--	--	20	--	--	--	--	--	
	556PNE+34	557PNE+15	RT	PARK ST. NE RAMP	--	--	--	82	--	--	--	--	
	542PSW+68	543PSW+47	LT	PARK ST. SW RAMP	--	--	--	83	--	--	--	--	
	1066PSB+83	1066PSB+88	RT	PARK ST. SB	--	--	5	--	--	--	--	--	
	1067PSB+40	1067PSB+46	RT	PARK ST. SB	--	--	6	--	--	--	--	--	
	1066PNB+50	1066PNB+56	RT	PART ST. NB	--	--	6	--	--	--	--	--	
	1067PNB+06	1067PNB+11	LT	PARK ST. NB	--	--	5	--	--	--	--	--	
	57TNE+75	58TNE+52	LT	SOUTH TOWNE DR. NE RAMP	--	--	78	--		--	--	--	
	57TNE+68	58TNE+53	LT	SOUTH TOWNE DR. NE RAMP	--	--	--	84	--	--	--	--	
	48TSW+65	49TSW+04	LT	SOUTH TOWNE DR. SW RAMP	--	--	39	--	--	--	--	--	
	48TSW+65	49TSW+04	RT	SOUTH TOWNE DR. SW RAMP	--	--	39	--	--	--	--	--	
	CONTRACT UNDISTRIBUTED		-	-	--	--	--	--	--	--	--	500	LEFT IN PLACE FROM PREVIOUS PROJECTS
PROJECT 1206-04-62 TOTALS					18	18	332	2,151	2	3	30	500	

Category	Division	From/To Station	Location	Common Excavation (1)		Salvaged/ Unusable Pavement Material	Available Material (3)	Required Fill (5)	Waste	Comment:
				Cut (2) (4)	EBS Excavation (item # 205.0100)					
0010	1	519+96 - 524+01	EB, RT	188.0	0.0	188.0	0.0	10.0	188.0	
		A 527+65 - B 541+49	EB, RT	420.2	0.0	420.2	0.0	2.7	420.2	
		B 544+39 - B 548+87	EB, RT	153.7	0.0	153.7	0.0	3.1	153.7	
		B 552+19 - B 560+00	EB, RT	348.4	0.0	348.4	0.0	252.0	348.4	
		B 587+00 - B 590+75	EB, RT	175.3	0.0	175.3	0.0	0.0	175.3	
		587+01 - 590+50	RSW, RT	123.8	0.0	123.8	0.0	18.1	123.8	
		589+09 - 590+50	RSW, RT	29.8	0.0	29.8	0.0	0.0	29.8	
		C 590+75 - C 592+50	EB, RT	77.8	0.0	77.8	0.0	0.2	77.8	
		601+32 - C 613+21	RSE/EB, RT	225.3	0.0	225.3	0.0	0.0	225.3	
		D 623+58 - 19+02	EB, RT	361.6	0.0	361.6	0.0	0.0	361.6	
		D 623+58 - E 19+02	EB, RT	187.7	0.0	187.7	0.0	0.0	187.7	
		E 26+15 - 44+00	EB/TSW, RT	440.6	0.0	440.6	0.0	0.0	440.6	
		E 41+53 - E 61+63	EB, RT	488.4	0.0	488.4	0.0	0.0	488.4	
		60+75 - E 80+64	TSE/EB, RT	460.5	0.0	460.5	0.0	0.0	460.5	
		E 139+76 - E 143+34	EB, RT	102.0	0.0	102.0	0.0	0.0	102.0	
		141+50 - 144+50	MSE	70.0	0.0	70.0	0.0	6.3	70.0	
		E 144+50 - E 151+50	EB, RT	169.1	0.0	169.1	0.0	169.1	169.1	
		E 154+25 - E 164+00	EB, RT	269.1	0.0	269.1	0.0	2.3	269.1	
		166+25 - 170+50	SSW, RT	207.0	0.0	207.0	0.0	0.0	207.0	
		E 167+00 - E 173+97	EB, RT	282.5	0.0	282.5	0.0	0.0	282.5	
		E 182+00 - E 193+75	EB, RT	398.4	0.0	398.4	0.0	0.0	398.4	
		E 194+01 - E 206+00	EB, RT	342.2	0.0	342.2	0.0	20.4	342.2	
		F 50+62 - F 74+00	EB, RT	769.5	0.0	769.5	0.0	0.0	769.5	
		78+38 - 81+00	HES, RT	65.0	0.0	65.0	0.0	0.0	65.0	
Division 1 Subtotal				6,356	0	6,356	0	484	6,356	

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) Available Material = Cut - Salvaged/Unusuable Pavement Material
4) For quantity purposes, all cut material assumed to be salvaged unusable. Contractor & Engineer shall review material quality. Contractor will obtain engineer approval prior to re-use on site.
5) Cubic yardage for 'Fill' shown for information purposes only. Fill required will be paid as 'Topsoil' by the square yard. Expansion factor is assumed to be 1.0, compact as required by field Engineer. Refer to the Erosion Control quantity table for calculated topsoil depth.

CONTINUED ON NEXT SHEET

FROM PREVIOUS SHEET

Category	Division	From/To Station	Location	Common Excavation (1)		Salvaged/ Unusable Pavement Material	Available Material (3)	Required Fill (5)	Waste	Comment:
				Cut (2) (4)	EBS Excavation (item # 205.0100)					
0010	2	519+96 - A 527+21	WB, LT	322.6	0.0	322.6	0.0	0.0	322.6	
		A 529+01 - A 537+69	WB, LT	283.1	0.0	283.1	0.0	0.0	283.1	
		B 545+72 - B 548+00	WB, LT	74.5	0.0	74.5	0.0	0.0	74.5	
		B 554+43 - B 563+17	WB, LT	319.7	0.0	319.7	0.0	118.2	319.7	
		558+00 - 560+17	PNE, LT	41.8	0.0	41.8	0.0	11.6	41.8	
		561+00 - 562+89	PNE, LT	46.7	0.0	46.7	0.0	0.0	46.7	
		B 586+00 - 590+36	WB/RSW, LT	139.7	0.0	139.7	0.0	0.0	139.7	
		B 588+57 - C 598+60	WB, LT	272.4	0.0	272.4	0.0	0.0	272.4	
		C 600+00 - C 605+36	WB, LT	200.1	0.0	200.1	0.0	0.0	200.1	
		603+50 - 605+00	RNE, LT	35.6	0.0	35.6	0.0	8.4	35.6	
		C 607+50 - C 611+25	WB, LT	80.9	0.0	80.9	0.0	25.9	80.9	
		C 615+00 - 18+00	WB/JNW, LT	70.8	0.0	70.8	0.0	0.0	70.8	
		D 616+36 - D 617+75	WB, LT	55.8	0.0	55.8	0.0	0.0	55.8	
		106+00 - 106+96	JNE, RT	34.8	0.0	34.8	0.0	0.0	34.8	
		E 635+00 - E 649+75	WB, RT	343.5	0.0	343.5	0.0	0.0	343.5	
		E 651+46 - F 672+71	WB, LT	516.8	0.0	516.8	0.0	0.0	516.8	
		42+00 - 44+00	TNW, RT	53.5	0.0	53.5	0.0	0.0	53.5	
		62+23 - F 691+00	TNE/WB, LT	465.1	0.0	465.1	0.0	0.0	465.1	
		H 749+58 - H 752+79	WB, LT	105.7	0.0	105.7	0.0	0.0	105.7	
		H 756+25 - 163+50	WB/SNW, LT	502.6	0.0	502.6	0.0	17.0	502.6	
		H 776+30 - J 788+52	WB, LT	368.8	0.0	368.8	0.0	0.0	368.8	
		J 794+00 - J 801+06	WB, LT	255.4	0.0	255.4	0.0	0.0	255.4	
		190+00 - 191+79	SNE, LT	44.3	0.0	44.3	0.0	0.0	44.3	
		J 806+25 - K 845+00	WB, LT	1,288.5	0.0	1,288.5	0.0	0.0	1,288.5	
Division 2 Subtotal				5,923	0	5,923	0	181	5,923	

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4) For quantity purposes, all cut material assumed to be salvaged unusable. Contractor & Engineer shall review material quality. Contractor will obtain engineer approval prior to re-use on site.
5) Cubic yardage for 'Fill' shown for information purposes only. Fill required will be paid as 'Topsoil' by the square yard. Expansion factor is assumed to be 1.0, compact as required by field Engineer. Refer to the Erosion Control quantity table for calculated topsoil depth.

CONTINUED ON NEXT SHEET

FROM PREVIOUS SHEET

Category	Division	From/To Station	Location	Common Excavation (1)		Salvaged/ Unusable Pavement Material	Available Material (3)	Required Fill (5)	Waste	Comment:
				Cut (2) (4)	EBS Excavation (item # 205.0100)					
0010	3	519+97 - B 550+24	EB, LT	918.5	0.0	918.5	0.0	0.0	918.5	
		B 575+33 - B 583+50	EB, LT	163.7	0.0	163.7	0.0	0.0	163.7	
		C 593+98 - D 619+39	EB, LT	618.8	0.0	618.8	0.0	0.0	618.8	
		D 621+25 - E 20+38	EB, LT	225.5	0.0	225.5	0.0	0.0	225.5	
		E 23+55 - E 80+64	EB, LT	1,410.3	0.0	1,410.3	0.0	0.0	1,410.3	
		E 139+76 - E 178+67	EB, LT	961.3	0.0	961.3	0.0	0.0	961.3	
		E 180+89 - F 51+09	EB, LT	701.2	0.0	701.2	0.0	0.0	701.2	
		Division 3 Subtotal		4,999	0	4,999	0	0	4,999	
	4	519+96 - B 550+32	WB, RT	744.2	0.0	744.2	0.0	0.0	744.2	
		B 552+30 - B 554+00	WB, RT	42.0	0.0	42.0	0.0	0.0	42.0	
		C 599+50 - D 619+45	WB, RT	483.7	0.0	483.7	0.0	0.0	483.7	
		D 621+33 - E 629+60	WB, RT	206.6	0.0	206.6	0.0	0.0	206.6	
		E 632+81 - F 690+64	WB, RT	1,428.9	0.0	1,428.9	0.0	0.0	1,428.9	
		H 749+76 - J 788+61	WB, RT	958.4	0.0	958.4	0.0	0.0	958.4	
		J 790+84 - K 820+57	WB, RT	744.2	0.0	744.2	0.0	0.0	744.2	
		Division 4 Subtotal		4,608	0	4,608	0	0	4,608	
		Category 0010 Totals		21,886	0	21,886	0	665	21,886	
				Total Common Exc	**21,886**					

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Category	Division	From/To Station	Location	Common Excavation (1)		Salvaged/ Unusable Pavement Material	Available Material (3)	Required Fill (5)	Waste	Comment:
				Cut (2) (4)	EBS Excavation (item # 205.0100)					
0090	1	542PSW+25.00 - 543PSW+41.00	EB01	41.8	0.0	41.8	0.0	23.7	41.8	
		546PSW+50.00 - B 550EB+22.20	EB02	22.4	0.0	22.4	0.0	184.4	22.4	
		C 592EB+50.00 - C 593EB=97.55	EB03	58.8	0.0	58.8	0.0	6.2	58.8	
		590RSW+50.00 - 592RSW+50.00	EB04	44.5	0.0	44.5	0.0	109.5	44.5	
		590RSW+50.00 - 592RSW+50.00	EB05	72.8	0.0	72.8	0.0	1.6	72.8	
		C 613EB+20.51 - D 619EB+50.00	EB06	230.3	0.0	230.3	0.0	101.9	230.3	
		11JSE+00.00 - 11JSE+98.50	EB07	42.3	0.0	42.3	0.0	51.6	42.3	
		7JSE+26.96 - 8JSE+75.00	EB08	34.7	0.0	34.7	0.0	36.9	34.7	
		22JSW+80.00 - 31JSW+10.40	EB09	107.4	0.0	107.4	0.0	1,072.9	107.4	
		E 23EB+50.00 - E 26EB+15.46	EB10	65.9	0.0	65.9	0.0	43.9	65.9	
		47TSW+50.00 - 49TSW+25.00	EB11	0.7	0.0	0.7	0.0	1.5	0.7	
		47TSW+50.00 - 49TSW+25.00	EB12	6.4	0.0	6.4	0.0	0.2	6.4	
		124MSW+11.71 - 125MSW+40.82	EB13	0.0	0.0	0.0	0.0	30.9	0.0	
		E 151EB+50.00 - E 154EB+09.20	EB15	77.5	0.0	77.5	0.0	77.4	77.5	
		E 164EB+00.00 - E 166EB+21.70	EB16	74.5	0.0	74.5	0.0	13.3	74.5	
		E 176EB+00.00 - E 178EB+72.40	EB17	89.2	0.0	89.2	0.0	52.3	89.2	
		190SSE+00.00 - 194SSE+00.55	EB18	123.8	0.0	123.8	0.0	64.6	123.8	
		E 206EB+00.00 - F 50EB+62.40	EB19	110.2	0.0	110.2	0.0	8.0	110.2	
		F 51EB+09.00 - F 68EB+46.00	EB20	659.4	0.0	659.4	0.0	20.1	659.4	
		F 69EB+14.00 - F 83EB+00.00	EB21	461.7	0.0	461.7	0.0	39.1	461.7	
		73HES+50.00 - 78HES+37.63	EB22	200.9	0.0	200.9	0.0	2.6	200.9	
		F 87EB+50.00 - F 91EB+10.19	EB23	0.0	0.0	0.0	0.0	131.7	0.0	
		97HSE+50.00 - 100HSE+00.00	EB24	4.3	0.0	4.3	0.0	64.2	4.3	
		F 98EB+00.00 - F100EB+25.00	EB25	57.0	0.0	57.0	0.0	18.1	57.0	
		102HSE+50.00 - 105HSE+75.00	EB26	52.2	0.0	52.2	0.0	7.5	52.2	
		F 102EB+50.00 - F 105EB+75.00	EB27	57.6	0.0	57.6	0.0	18.8	57.6	
		111HEN+75.00 - 114HEN+33.27	EB28	28.2	0.0	28.2	0.0	251.2	28.2	
		111HEN+75.00 - 114HEN+33.27	EB29	45.6	0.0	45.6	0.0	169.6	45.6	
		Division 1 Subtotal		2,770	0	2,770	0	2,604	1,649	
	2	468FNW+47.37 - 470FNW+00.00	WB01	22.3	0.0	22.3	0.0	0.5	22.3	
		B 548WB+00.00 - B 550WB+40.60	WB02	76.1	0.0	76.1	0.0	5.6	76.1	
		1066PSB+50.00 - 1068PSB+00.00	WB03	26.6	0.0	26.6	0.0	99.4	26.6	
		556PNE+39.85 - 558PNE+00.00	WB06	52.2	0.0	52.2	0.0	28.5	52.2	
		C 598WB+59.97 - C 600WB+00.00	WB07	77.4	0.0	77.4	0.0	18.9	77.4	
		605RNE+00.00 - 607RNE+50.00	WB08	100.2	0.0	100.2	0.0	8.7	100.2	

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CONTINUED ON NEXT SHEET

FROM PREVIOUS SHEET

Category	Division	From/To Station	Location	Common Excavation (1)		Salvaged/ Unusable Pavement Material	Available Material (3)	Required Fill (5)	Waste	Comment:
				Cut (2) (4)	EBS Excavation (item # 205.0100)					
0090	2 (CONT.)	C 611WB+25.00 - C 615WB+00.00	WB09	122.5	0.0	122.5	0.0	103.1	122.5	
		D 617WB+75.00 - D619WB+50.00	WB10	51.4	0.0	51.4	0.0	187.8	51.4	
		D 621WB+34.00 - D 624WB+50.00	WB11	79.4	0.0	79.4	0.0	256.3	79.4	
		104JNE+25.00 - E 629WB+62.00	WB12	222.8	0.0	222.8	0.0	32.9	222.8	
		E 632WB+05.70 - E 635WB+00.00	WB13	61.0	0.0	61.0	0.0	28.1	61.0	
		39TNW+75.00 - 42TNW+00.00	WB14	55.6	0.0	55.6	0.0	7.0	55.6	
		57TNE+74.52 - 60TNE+00	WB15	0.8	0.0	0.8	0.0	24.4	0.8	
		124MNW+08.70 - 127MNW+50.00	WB16	142.8	0.0	142.8	0.0	41.4	142.8	
		136MNW+00.00 - H 756WB+25.00	WB20	344.4	0.0	344.4	0.0	58.6	344.4	
		163SNW+50.00 - 167SNW+00.00	WB21	100.1	0.0	100.1	0.0	262.0	100.1	
		J 790WB+79.00 - J 794WB+00.00	WB22	137.7	0.0	137.7	0.0	18.3	137.7	
		J 801WB+80.00 - J 806WB+25.00	WB23	181.1	0.0	181.1	0.0	11.2	181.1	
		K 820WB+57.00 - K836WB+65.00	WB24	602.8	0.0	602.8	0.0	8.5	602.8	
		K 837WB+33.00 - K851WB+75.00	WB25	469.0	0.0	469.0	0.0	80.4	469.0	
		77HSW+02.34 - 80HSW+50.00	WB27	157.4	0.0	157.4	0.0	5.6	157.4	
		K 868WB+70.00 - K 872WB+50.00	WB28	97.2	0.0	97.2	0.0	25.5	97.2	
		K 868WB+70.00 - K 872WB+50.00	WB29	146.7	0.0	146.7	0.0	15.0	146.7	
		K 873WB+76.80 - K 878WB+50.00	WB30	174.5	0.0	174.5	0.0	78.7	174.5	
		K 873WB+76.80 - K 878WB+50.00	WB31	177.1	0.0	177.1	0.0	2.4	177.1	
		K 880WB+55.00 - K 885WB+50.00	WB32	93.8	0.0	93.8	0.0	13.2	93.8	
		K 880WB+55.00 - K 885WB+50.00	WB33	109.4	0.0	109.4	0.0	87.4	109.4	
		122HWN+64.75 - 125HWN+25.00	WB34	72.9	0.0	72.9	0.0	9.8	72.9	
		K 890WB+53.25 - K 893WB+50.00	WB35	72.2	0.0	72.2	0.0	7.9	72.2	
		102HNW+80.15 - 105HNW+50.00	WB36	117.5	0.0	117.5	0.0	43.2	117.5	
		102HNW+80.15 - 105HNW+50.00	WB37	61.5	0.0	61.5	0.0	50.8	61.5	
		Division 2 Subtotal		4,206	0	4,206	0	1,621	3,135	
	Category 0090 Totals			6,977	0	6,977	0	4,225	4,784	
				Total Common Exc	**6,977**					

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) Available Material = Cut - Salvaged/Unusuable Pavement Material
4) For quantity purposes, all cut material assumed to be salvaged unusable. Contractor & Engineer shall review material quality. Contractor will obtain engineer approval prior to re-use on site.
5) Cubic yardage for 'Fill' shown for information purposes only. Fill required will be paid as 'Topsoil' by the square yard. Expansion factor is assumed to be 1.0, compact as required by field Engineer. Refer to the Erosion Control quantity table for calculated topsoil depth.

REMOVING GUARDRAIL

CATEGORY	STATION	OFFSET	LOCATION	204.0165 REMOVING GUARDRAIL LF
STAGE 1				
0010	C613EB+21 - D619EB+50	RT	EB USH 12/18 (EB06)	590
	621EB+15 - 622EB+58	RT	EB USH 12/18 (EB08)	140
	E23EB+41 - E26EB+19	RT	EB USH 12/18 (EB10)	278
	E152EB+12 - E154EB+08	RT	EB USH 12/18 (EB15)	196
	E164EB+15 - E166EB+15	RT	EB USH 12/18 (EB16)	200
	E177EB+78 - E178EB+77	RT	EB USH 12/18 (EB17)	99
	E206EB+36 - F50EB+49	RT	EB USH 12/18 (EB19)	240
	F88EB+16 - F91EB+06	LT	EB USH 12/18 (EB23)	290
	F98EB+47 - F100EB+53	LT	EB USH 12/18 (EB25)	206
	F104EB+38 - F105EB+93	LT	EB USH 12/18 (EB27)	156
	B548WB+08 - B550WB+44	LT	WB USH 12/18 (WB02)	237
	611WB+54 - 612WB+93	LT	WB USH 12/18 (WB09)	139
	617WB+93 - 619WB+53	LT	WB USH 12/18 (WB10)	163
	621WB+31 - 624WB+42	LT	WB USH 12/18 (WB11)	319
	F21WB+97 - F23WB+04	LT	WB USH 12/18 (WB13)	108
	J791WB+79 - J793WB+57	RT	WB USH 12/18 (WB22)	279
	K868WB+57 - K871WB+24	LT	WB USH 12/18 (WB28)	269
	K868WB+57 - K871WB+27	RT	WB USH 12/18 (WB29)	270
	K873WB+74 - K877WB+67	LT	WB USH 12/18 (WB30)	394
	K873WB+74 - K878WB+19	RT	WB USH 12/18 (WB31)	446
	K880WB+60 - K885WB+12	LT	WB USH 12/18 (WB33)	458
	K880WB+46 - K884WB+66	RT	WB USH 12/18 (WB32)	420
	K890WB+69 - K893WB+08	RT	WB USH 12/18 (WB35)	240
	546PSW+97 - B550EB+22	RT	PARK STREET SW RAMP (EB02)	297
	1066PSB+82 - 1068PSB+02	LT	PARK STREET (WB03)	120
	1066PSB+15 - 1067PSB+77	RT	PARK STREET (WB04)	162
	1066PSB+15 - 1067PSB+79	RT	PARK STREET (WB05)	164
	591RSW+01 - 592RSW+12	LT	RIMROCK ROAD SW RAMP (EB05)	111
	591RSW+23 - 592RSW+13	RT	RIMROCK ROAD SW RAMP (EB04)	90
	605RNE+04 - 606RNE+44	LT	RIMROCK ROAD NE RAMP (WB08)	139
	22JSW+82 - E21EB+15	RT	JOHN NOLEN SW RAMP (EB09)	835
	104JNE+25 - F19WB+76	LT	JOHN NOLEN NE RAMP/EB USH 12/18 (WB12)	735
	39TNW+84 - 41TNW+71	LT	SOUTH TOWNE DRIVE NW RAMP (WB14)	187
	47TSW+68 - 49TSW+07	RT	SOUTH TOWNE DRIVE SW RAMP (EB12)	138
	47TSW+66 - 49TSW+07	LT	SOUTH TOWNE DRIVE SW RAMP (EB11)	140
	124MNW+10 - 125MNW+46	LT	MONONA DRIVE NW RAMP (WB16)	136
	124MSW+12 - 125MSW+49	RT	MONONA DRIVE SW RAMP (EB13)	136
	136MNE+23 - 140MNE+07	LT	MONONA DRIVE NE RAMP (WB20)	384
	142MNE+94 - 144MNE+80	LT	MONONA DRIVE NE RAMP (WB20)	186
	163SNW+90 - 165SNW+74	LT	STOUGHTON ROAD NW RAMP (WB21)	184
	191SSE+17 - 193SSE+78	RT	STOUGHTON ROAD SE RAMP (EB18)	260
	191SNE+79 - J805WB+61	LT	STOUGHTON ROAD NE RAMP (WB23)	382
	73HES+99 - 78HES+03	RT	USH 12/18 EB TO IH 39 SB RAMP (EB22)	402
	77HSW+03 - 79HSW+68	LT	IH 39 NB TO USH 12/18 WB RAMP (WB27)	265
	102HNW+79 - 103HNW+84	LT	IH 39 NB TO USH 12/18 WB RAMP (WB37)	108
	102HNW+94 - 105HNW+06	RT	IH 39 NB TO USH 12/18 WB RAMP (WB36)	207
	98HSE+09 - 100HSE+53	RT	IH 39 SB TO USH 12/18 EB RAMP (EB24)	244
	102HSE+89 - 105HSE+82	RT	IH 39 SB TO USH 12/18 EB RAMP (EB26)	294
	112HEN+18 - 114HEN+19	LT	USH 12/18 EB TO IH 39 NB RAMP (EB29)	194
	111HEN+31 - 114HEN+34	RT	USH 12/18 EB TO IH 39 NB RAMP (EB28)	308
	122HWN+68 - 124HWN+82	LT	USH 12/18 WB TO IH 39 NB RAMP (WB34)	215
STAGE 1 SUBTOTAL				13,160

REMOVING GUARDRAIL (CONTINUED)

CATEGORY	STATION	OFFSET	LOCATION	204.0165 REMOVING GUARDRAIL LF
STAGE 2				
0010	F62EB+12 - F64EB+96	LT	EB USH 12/18 (EB20/WB24)	581
	F73EB+76 - F76EB+65	LT	EB USH 12/18 (EB21)	289
	K844WB+38 - K846WB+91	LT	WB USH 12/18 (WB25)	254
STAGE 2 SUBTOTAL				1,124
PROJECT 1206-04-62 TOTALS				14,284

REMOVING PAVEMENT

CATEGORY	STATION	OFFSET	LOCATION	204.0100 REMOVING PAVEMENT SY
0010	112HEN+67	LT	USH 12/18 TO IH-39 NB RAMP	32
PROJECT 1206-04-62 TOTALS				32

BASE AGGREGATE DENSE

CATEGORY	LOCATION	IDENTIFICATION	STATION FROM	STATION TO	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON
0010	FISH HATCHERY RD. TO PARK ST.	--	519WB+96	B550WB+49	273
	PARK STREET TO RAILROAD	--	B552WB+04	B563WB+83	130
	RAILROAD TO RIMROCK RD.	--	B564WB+74	C596WB+70	127
	RIMROCK RD. TO JOHN NOLEN DR.	--	C596WB+70	D619WB+59	156
	JOHN NOLEN DR. TO RAILROAD	--	D621WB+15	F20WB+38	9
	RAILROAD TO SOUTH TOWNE DR.	--	F22WB+56	G52WB+98	--
	SOUTH TOWNE DR. TO MONONA DR.	--	G52WB+98	H132WB+81	42
	MONONA DR. TO STOUGHTON RD.	--	H134WB+17	K178WB+77	470
	STOUGHTON RD. TO IH-39	--	K180WB+68	L84WB+93	750
	FISH HATCHERY RD. TO PARK ST.	--	519EB+95	B550EB+44	243
	PARK STREET TO RAILROAD	--	B552EB+02	B563EB+53	126
	RAILROAD TO RIMROCK RD.	--	B564EB+64	C596EB+24	116
	RIMROCK RD. TO JOHN NOLEN DR.	--	C569EB+24	D619EB+54	68
	JOHN NOLEN DR. TO RAILROAD	--	D621EB+06	E20EB+63	57
	RAILROAD TO SOUTH TOWNE DR.	--	E22EB+81	E52EB+97	--
	SOUTH TOWNE DR. TO MONONA DR.	--	E52EB+97	E132EB+79	57
	MONONA DR. TO STOUGHTON RD.	--	E134EB+16	E178EB+80	548
	STOUGHTON RD. TO IH-39	--	E180EB+77	F81EB+02	876
CATEGORY 0010 SUBTOTAL					4,049
0090	PARK STREET SW RAMP	EB01	542PSW+54	543PSW+47	62
	PARK STREET SW RAMP	EB02	546PSW+94	547PSW+55	151
	EB USH 12/18	EB03	C593EB+08	C594EB+04	82
	RIMROCK ROAD SW RAMP	EB04	590RSW+88	592RSW+05	89
	RIMROCK ROAD SW RAMP	EB05	590RSW+88	592RSW+05	83
	EB USH 12/18	EB06	C613EB+21	D619EB+55	207
	JOHN NOLEN SE RAMP	EB07	11JSE+26	12JSE+04	68
	JOHN NOLEN SE RAMP	EB08	7JSE+22	8JSE+60	--
	JOHN NOLEN SW RAMP	EB09	22JSW+82	31JSW+14	276
	EB USH 12/18	EB10	E23EB+45	E26EB+15	--
	SOUTH TOWNE DR SW RAMP	EB11	47TSW+82	48TSW+99	--
	SOUTH TOWNE DR SW RAMP	EB12	47TSW+82	48TSW+43	--
	MONONA DRIVE SW RAMP	EB13	124MSW+07	125MSW+41	--
	EB USH 12/18	EB15	E152EB+06	E154EB+09	123
	EB USH 12/18	EB16	E164EB+44	E166EB+22	119
	EB USH 12/18	EB17	E176EB+57	E178EB+75	114
	STOUGHTON ROAD SE RAMP	EB18	190SSE+71	193SSE+77	158
	EB USH 12/18	EB19	E206EB+36	F50EB+62	140
	EB USH 12/18	EB20	F51EB+09	F68EB+77	631
	EB USH 12/18	EB21	F69EB+01	F83EB+63	500
	USH 12/18 EB TO IH 39 SB RAMP	EB22	74HES+54	78HES+38	187
	EB USH 12/18	EB23	F88EB+04	F91EB+10	181
	IH 39 SB TO USH 12/18 EB RAMP	EB24	98HSE+13	100HSE+56	--
	EB USH 12/18	EB25	F98EB+50	100HSE+56	100
	IH 39 SB TO USH 12/18 EB RAMP	EB26	102HSE+92	105HSE+82	113

BASE AGGREGATE DENSE (CONTINUED)

CATEGORY	LOCATION	IDENTIFICATION	STATION FROM	STATION TO	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON
0090	EB USH 12/18	EB27	F102EB+91	F105EB+96	145
	USH 12/18 EB TO IH 39 NB RAMP	EB28	112HEN+22	114HEN+37	105
	USH 12/18 EB TO IH 39 NB RAMP	EB29	112HEN+21	114HEN+21	112
	TODD DRIVE NW RAMP	WB01	468FNW+47	469FNW+88	--
	WB USH 12/18	WB02	B548WB+12	B550WB+45	55
	PARK STREET SB	WB03	1066PSB+75	1067PSB+91	60
	PARK STREET SB	WB04	1066PSB+83	1067PSB+48	--
	PARK STREET NB	WB05	1066PNB+53	1067PNB+18	--
	PARK STREET NE RAMP	WB06	556PNE+34	557PNE+30	76
	WB USH 12/18	WB07	C598WB+53	C599WB+50	88
	RIMROCK ROAD NE RAMP	WB08	605RNE+09	606RNE+92	108
	WB USH 12/18	WB09	C611WB+47	C614WB+52	155
	WB USH 12/18	WB10	D617WB+99	D619WB+55	78
	WB USH 12/18	WB11	D621WB+28	D624WB+39	128
	JOHN NOLEN NE RAMP	WB12	104JNE+36	E629WB+70	273
	WB USH 12/18	WB13	E632WB+01	E634WB+56	--
	SOUTH TOWNE DR NW RAMP	WB14	39TNW+81	41TNW+72	--
	SOUTH TOWNE DR NE RAMP	WB15	58TNE+30	58TNE+69	--
	MONONA DRIVE NW RAMP	WB16	124MNW+04	127MNW+25	--
	MONONA DRIVE NE RAMP	WB20	136MNE+15	H755WB+90	362
	STOUGHTON ROAD NW RAMP	WB21	163SNW+70	166SNW+30	134
	WB USH 12/18	WB22	J790WB+68	J793WB+63	142
	WB USH 12/18	WB23	191SNE+79	J805WB+90	157
	WB USH 12/18	WB24	K820WB+57	K836WB+77	564
	WB USH 12/18	WB25	K837WB+01	K851WB+90	549
	IH 39 SB TO USH 12/18 WB RAMP	WB27	77HSW+02	80HSW+18	151
	WB USH 12/18	WB28	K868WB+55	K872WB+09	156
	WB USH 12/18	WB29	K868WB+55	K872WB+09	163
	WB USH 12/18	WB30	K873WB+71	K877WB+64	181
	WB USH 12/18	WB31	K873WB+71	K878WB+14	187
	WB USH 12/18	WB32	K880WB+43	K884WB+74	173
	WB USH 12/18	WB33	K880WB+58	K885WB+20	191
	USH 12/18 WB TO IH 39 NB RAMP	WB34	K890WB+66	K892WB+73	121
	WB USH 12/18	WB35	K890WB+53	K893WB+06	140
	IH 39 NB TO USH 12/18 WB RAMP	WB36	102HNW+92	105HNW+15	79
	IH 39 NB TO USH 12/18 WB RAMP	WB37	102HNW+77	104HNW+66	124
CATEGORY 0090 SUBTOTAL					8,341
PROJECT 1206-04-62 TOTALS					12,390

3

MISCELLANEOUS PAVEMENT ITEMS

CATEGORY	ROADWAY	OFFSET	DIRECTION	STATION FROM	STATION TO	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	415.1100* CONCRETE PAVEMENT HES 10-INCH SY	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0605 TACK COAT GAL	460.1103 HMA PAVEMENT TYPE E-3 TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	690.0150 SAWING ASPHALT LF	COMMENTS
0010	USH 12/18	LT	EB	F68EB+70	F69EB+09	34	--	--	1	--	14	--	--	MAINTENANCE CROSSOVER
	USH 12/18	LT	WB	J802WB+51	J802WB+95	--	--	--	--	--	9	--	--	ASPHALTIC SURFACE BEHIND RAIL
	USH 12/18	LT	WB	77HSW+31	77HSW+84	--	--	--	--	--	7	--	--	ASPHALTIC SURFACE BEHIND RAIL
	USH 12/18	LT	WB	468FNW+40	469FNW+12	28	--	1	1	15	--	--	102	REMOVE AND REPLACE ASPHALT
	USH 12/18	LT	EB	112HEN+08	112HEN+73	--	--	--	--	--	--	--	66	ASPHALTIC FLUME NEAR EB29
	USH 12/18	43.17' RT	EB	506EB+93	507EB+01	--	4	--	--	--	--	--	--	
	USH 12/18	LT	EB	543EB+28	549EB+89	--	610	--	--	--	--	--	--	
	USH 12/18	LT	EB	575EB+33	583EB+50	--	578	--	--	--	--	--	--	
	UNDISTRIBUTED	--	--	PROJECT		--	--	--	--	--	5	200	500	UNDISTRIBUTED FOR PROJECT
PROJECT 1206-04-62 TOTALS						62	1,193	1	2	15	35	200	668	

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

3

CONCRETE PAVEMENT APPROACH SLAB

CATEGORY	STATION	LOCATION	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	COMMENTS
STAGE 1				
0010	B550EB+19 - B550EB+41	EB USH 12/18	148	OVER PARK ST
	B551EB+96-B552EB+19	EB USH 12/18	148	OVER PARK ST
	B563EB+30 - B563EB+76	EB USH 12/18	287	OVER UP R/R
	B564EB+39 - B564EB+85	EB USH 12/18	277	OVER UP R/R
	B550WB+32 - B550WB+59	WB USH 12/18	154	OVER PARK ST
	B552WB+04 - B552WB+30	WB USH 12/18	153	OVER PARK ST
	B563WB+64 - B563WB+98	WB USH 12/18	203	OVER UP R/R
	B564WB+71 - B565WB+06	WB USH 12/18	205	OVER UP R/R
PROJECT 1206-04-62 TOTALS			1,574	

Addendum No. 1
ID 1206-04-62
Revised Sheet 327
March 5, 2014

CONCRETE SHOULDER REPAIR

CATEGORY	STATION	OFFSET	LOCATION	415.0100 CONCRETE PAVEMENT 10-INCH SY	415.1100* CONCRETE PAVEMENT HES 10-INCH SY	416.0610* DRILLED TIE BARS EACH	416.0620* DRILLED DOWEL BARS EACH	SPV.0060.25 CONCRETE PAVEMENT ADDITIONAL TRANSVERSE JOINT 8-FT WIDE EACH	SPV.0060.26 CONCRETE PAVEMENT ADDITIONAL TRANSVERSE JOINT 10-FT WIDE EACH	SPV.0170.01 PREPARE FOUNDATION FOR CONCRETE PAVEMENT SPECIAL STA	COMMENTS
STAGE 1											
0010	519EB+96 - 524EB+01	RT	EB USH 12/18	--	496	205	--	1	--	5.1	
	A527EB+65 - B541EB+49	RT	EB USH 12/18	--	1,233	560	8	--	--	14.0	
	B544EB+39 - B548EB+87	RT	EB USH 12/18	--	490	200	8	2	--	5.0	
	B550EB+10 - B550EB+19	RT	EB USH 12/18	--	6	--	8	--	--	--	
	B552EB+19 - B560EB+00	RT	EB USH 12/18	--	1,041	312	8	--	--	7.8	
	B587EB+01 - C601EB+66	RT	EB USH 12/18	--	1,511	970	--	5	--	24.3	EXTENDS TO RIMROCK RD. SW RAMP
	601RSE+32 - D619EB+39	RT	EB USH 12/18	--	1,450	1,173	8	--	--	29.3	STARTS RT RIMROCK RD SE RAMP
	D623EB+58 - E19EB+02	RT	EB USH 12/18	--	857	464	--	--	2	11.6	EXTENDS TO JOHN NOLEN SE RAMP
	E23EB+70 - 44TSW+00	RT	EB USH 12/18	--	1,801	1,636	8	--	--	40.9	
	E41EB+53 - E61EB+63	RT	EB USH 12/18	--	1,735	1,613	--	2	--	40.3	
	60TSE+75 - E80EB+64	RT	EB USH 12/18	--	1,540	1,457	8	5	--	36.4	
	141MSE+50 - 172SSW+00	RT	EB USH 12/18	--	2,396	1,219	--	--	--	30.5	
	E139EB+76 - E143EB+34	RT	EB USH 12/18	--	338	208	8	--	--	5.2	
	E167EB+00 - E178EB+80	RT	EB USH 12/18	--	1,172	616	8	1	--	15.4	
	E180EB+98 - E193EB+75	RT	EB USH 12/18	--	1,382	661	8	--	--	16.5	
	189SSE+00 - 81HES+00	RT	EB USH 12/18	--	4,403	2,025	--	--	--	50.6	
	519WB+96 - 527WB+21	LT	WB USH 12/18	--	984	393	--	--	12	9.8	
	A529WB+01 - A537WB+69	LT	WB USH 12/18	--	790	343	16	--	--	8.6	
	B545WB+72 - B550WB+32	LT	WB USH 12/18	--	415	219	8	1	--	5.5	
	B554WB+43 - B563WB+17	LT	WB USH 12/18	--	1,415	623	8	--	3	15.6	EXTENDS ALONG PARK ST. NE RAMP LEFT SHOULDER
	B588WB+57 - C605WB+36	LT	WB USH 12/18	--	1,561	1,012	--	9	--	25.3	
	603RNE+50 -18JNW+00	LT	WB USH 12/18	--	1,197	532	--	--	--	13.3	STARTS RIMROCK RD NE RAMP/ENDS JOHN NOLEN NW RAMP
	D616WB+36 - D619WB+45	LT	WB USH 12/18	--	301	159	8	3	--	4.0	
	D621WB+33 - D625WB+09	LT	WB USH 12/18	--	294	193	8	--	2	4.8	EXTENDS TO JOHN NOLEN NE RAMP
	E632WB+23 - 44TNW+00	LT	WB USH 12/18	--	1,926	1,744	8	--	--	43.6	
	E651WB+47 - E672WB+71	LT	WB USH 12/18	--	1,884	1,707	--	2	--	42.7	
	62TNE+23 - F690WB+64	LT	WB USH 12/18	--	1,542	1,375	8	6	--	34.4	
	H749WB+76 - H752WB+79	LT	WB USH 12/18	--	391	231	8	--	2	5.8	
	138MNE+10 - 169SNW+50	LT	WB USH 12/18	--	2,595	1,258	--	--	--	31.5	
	H776WB+30 - J788WB+61	LT	WB USH 12/18	--	1,082	612	8	4	1	15.3	
	J790WB+75 - J801WB+06	LT	WB USH 12/18	--	1,095	577	8	--	--	14.4	
	190SNE+00 - 85HSW+00	LT	WB USH 12/18	--	4,798	2,180	--	--	--	54.5	
	1066PSB+56 - 1067PSB+40	RT	PARK ST SB	--	45	41	--	--	--	1.0	
	542PSW+01 - 543PSW+52	LT	PARK STREET SW RAMP	--	114	88	8	--	--	2.2	
	561PNE+00 - 562PNE+89	LT	PARK STREET NE RAMP	--	167	91	8	--	--	2.3	
	587RSW+01 - 592RSW+50	RT	RIMROCK ROAD SW RAMP	--	474	219	8	--	--	5.5	
	B586WB+00 - 590RNW+36	LT	RIMROCK ROAD NW RAMP	--	432	174	8	--	--	4.3	
	7JSE+37 - 9JSE+91	RT	JOHN NOLEN SE RAMP	--	173	203	8	--	--	5.1	
	106JNE+50 - E629WB+60	LT	JOHN NOLEN NE RAMP	--	535	202	8	--	--	5.1	
	28JSW+00 - 30JSW+89	RT	JOHN NOLEN SW RAMP	--	290	234	16	--	--	5.9	
UNDISTRIBUTED				--	--	--	--	--	--	--	
STAGE 1 SUBTOTALS				0	46,351	27,729	232	41	22	694	

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

Addendum No. 2
ID 1206-04-62
Revised Sheet 328
March 6, 2014

CONTINUED ON NEXT SHEET

3

CONCRETE SHOULDER REPAIR (CONTINUED)

CATEGORY	STATION	OFFSET	LOCATION	415.0100 CONCRETE PAVEMENT 10-INCH SY	415.1100* CONCRETE PAVEMENT HES 10-INCH SY	416.0610* DRILLED TIE BARS EACH	416.0620* DRILLED DOWEL BARS EACH	SPV.0060.25 CONCRETE PAVEMENT ADDITIONAL TRANSVERSE JOINT 8-FT WIDE EACH	SPV.0060.26 CONCRETE PAVEMENT ADDITIONAL TRANSVERSE JOINT 10-FT WIDE EACH	SPV.0170.01 PREPARE FOUNDATION FOR CONCRETE PAVEMENT SPECIAL STA	COMMENTS
STAGE 2											
0010	519EB+96 - 550EB+24	LT	EB USH 12/18	2,678	--	2,411	16	18	--	30.1	
	C593EB+98 - D619EB+39	LT	EB USH 12/18	2,225	--	2,004	16	6	--	25.1	
	D621EB+25 - E20EB+33	LT	EB USH 12/18	808	--	730	16	25	--	9.1	
	E22EB+98 - E84EB+96	LT	EB USH 12/18	5,510	--	4,974	16	113	--	62.2	
	E135EB+46 - E178EB+67	LT	EB USH 12/18	3,458	--	3,457	16	57	--	43.2	
	E180EB+89 -F51EB+90	LT	EB USH 12/18	2,875	--	2,326	8	25	--	29.1	
	F51EB+90 - F79EB+00	LT	EB USH 12/18	--	3,009	1,084	--	23	--	27.1	
	519WB+96 - 550WB+33	RT	WB USH 12/18	2,678	--	2,411	16	43	--	30.1	
	B552WB+30 - B554WB+00	LT	WB USH 12/18	151	--	136	16	5	--	1.7	
	C599WB+50 - D619WB+45	RT	WB USH 12/18	1,740	--	1,566	16	25	--	19.6	
	D621WB+33 - E629WB+26	RT	WB USH 12/18	801	--	669	16	14	--	8.4	
	E632WB+83 - F694WB+96	RT	WB USH 12/18	5,524	--	4,962	16	81	--	62.0	
	G745WB+47 - J788WB+61	RT	WB USH 12/18	3,449	--	3,448	16	9	--	43.1	
	J790WB+84 - K821WB+35	RT	WB USH 12/18	3,089	--	2,376	8	10	--	29.7	
	K821WB+35 - K851WB+90	RT	WB USH 12/18	--	3,364	1,220	--	9	--	30.5	
	UNDISTRIBUTED			--	--	--	--	--	--	59	
STAGE 2 SUBTOTALS				**34,986**	**6,373**	33,774	192	**463**	**0**	510	
PROJECT 1206-04-62 TOTALS				**34,986**	**52,724**	61,503	424	**504**	**22**	1,204	
TOTAL OF ADDITIONAL QUANTITY FOR HES 10-INCH (PAGES 327, 332)					**3,316**						
TOTAL QUANTITY FOR HES 10-INCH					**56,040**						

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

Addendum No. 2
ID 1206-04-62
Revised Sheet 329
March 6, 2014

FILE NAME: \\MADW00\INGRPROJ\60002\t1\cds\030201_mq.ppt PLOT DATE : 3/6/2014 1:50:41 PM PLOT BY : HNTB Corp PLOT NAME : 030201_mq6 PLOT SCALE : 1:1

RUMBLE STRIPS

CATEGORY	STATION	SHOULDER LOCATION	ROADWAY	416.1110 CONCRETE RUMBLE STRIPS SHOULDER LF
0010	519EB+96 - 522EB+99	OUTSIDE	EB USH 12/18	303
	519EB+96 - B550EB+46	INSIDE	EB USH 12/18	3,035
	A530EB+32 - A539EB+90	OUTSIDE	EB USH 12/18	971
	B544EB+39 - B548EB+49	OUTSIDE	EB USH 12/18	410
	B552EB+19 - B560EB+00	OUTSIDE	EB USH 12/18	781
	B588EB+83 - C600EB+60	OUTSIDE	EB USH 12/18	1,167
	C593EB+98 - D619EB+39	INSIDE	EB USH 12/18	2,505
	C604EB+50 - D619EB+39	OUTSIDE	EB USH 12/18	1,451
	D621EB+25 - E20EB+38	INSIDE	EB USH 12/18	913
	D624EB+80 - D628EB+07	OUTSIDE	EB USH 12/18	332
	E19EB+04 - E21EB+12	OUTSIDE	EB USH 12/18	208
	E22EB+78 - E84EB+96	INSIDE	EB USH 12/18	6,218
	E23EB+55 - 44TSW+00	OUTSIDE	EB USH 12/18	2,042
	E43EB+36 - E60EB+20	OUTSIDE	EB USH 12/18	1,684
	E62EB+85 - E80EB+64	OUTSIDE	EB USH 12/18	1,779
	E139EB+76 - E142EB+02	OUTSIDE	EB USH 12/18	226
	E135EB+46 - E178EB+67	INSIDE	EB USH 12/18	4,321
	E144EB+90 - E160EB+64	OUTSIDE	EB USH 12/18	1,574
	E160EB+64 - 170SSW+50	OUTSIDE	EB USH 12/18	984
	E169EB+76 - E178EB+80	OUTSIDE	EB USH 12/18	912
	E180EB+90 - F79EB+00	INSIDE	EB USH 12/18	5,639
	E180EB+98 - E190EB+34	OUTSIDE	EB USH 12/18	935
	E189SSE+00 - 81 HES+00	OUTSIDE	EB USH 12/18	5,009
	519WB+96 - B550WB+32	INSIDE	WB USH 12/18	3,013
	519WB+96 - 524WB+41	OUTSIDE	WB USH 12/18	445
	A529WB+01 - A536WB+36	OUTSIDE	WB USH 12/18	725
	B546WB+58 - B550WB+32	OUTSIDE	WB USH 12/18	374
	B552WB+30 - B563WB+64	INSIDE	WB USH 12/18	1,133
	B554WB+43 - B560WB+16	OUTSIDE	WB USH 12/18	573
	B586WB+00 - B586WB+49	OUTSIDE	WB USH 12/18	49
	C591WB+83 - C599WB+86	OUTSIDE	WB USH 12/18	803
	C599WB+50 - D619WB+45	INSIDE	WB USH 12/18	1,958
	C599WB+86 - C603WB+60	OUTSIDE	WB USH 12/18	373
	C607WB+21 - C615WB+48	OUTSIDE	WB USH 12/18	789
	D615WB+48 - D615WB+76	OUTSIDE	WB USH 12/18	28
	D617WB+08 - D619WB+45	OUTSIDE	WB USH 12/18	238
	D621WB+33 - E629WB+60	INSIDE	WB USH 12/18	836
	D621WB+33 - E624WB+71	OUTSIDE	WB USH 12/18	345
	D627WB+03 - E629WB+60	OUTSIDE	WB USH 12/18	257
	E632WB+81 - F694WB+96	INSIDE	WB USH 12/18	6,341

RUMBLE STRIPS (CONTINUED)

CATEGORY	STATION	SHOULDER LOCATION	ROADWAY	416.1110 CONCRETE RUMBLE STRIPS SHOULDER LF
0010	E632WB+81 - 44TNW+01	OUTSIDE	WB USH 12/18	2,122
	E653WB+29 - F671WB+34	OUTSIDE	WB USH 12/18	1,806
	62TNE+23 - F675WB+55	OUTSIDE	WB USH 12/18	332
	F675WB+55 - F690+64	OUTSIDE	WB USH 12/18	1,509
	H745WB+47 - J788WB+61	INSIDE	WB USH 12/18	4,310
	143MNE+31 - H769WB+41	OUTSIDE	WB USH 12/18	1,610
	H769WB+41 - 169SNW+50	OUTSIDE	WB USH 12/18	1,008
	H778WB+84 - J788+52	OUTSIDE	WB USH 12/18	954
	J790WB+84 - K851WB+90	INSIDE	WB USH 12/18	6,145
	J790WB+73 - J797WB+41	OUTSIDE	WB USH 12/18	668
	J802WB+79 - 85HSW+00	OUTSIDE	WB USH 12/18	5,077
	141MSE+50 - E144EB+90	OUTSIDE	MONONA SE RAMP	340
	B587RSW+01 - 592RSW+50	OUTSIDE	RIMROCK SW RAMP	547
PROJECT 1206-04-62 TOTALS				88,108

DIAMOND GRINDING

CATEGORY	ROADWAY	DIRECTION	FROM	TO	420.1000.S CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING SY
0010	USH 12/18	EB	519EB+93	PARK ST.	18,365
	USH 12/18	EB	PARK ST.	RAILROAD	7,509
	USH 12/18	EB	RAILROAD	RIMROCK RD.	18,363
	USH 12/18	EB	RIMROCK RD.	JOHN NOLEN DR.	14,061
	USH 12/18	EB	JOHN NOLEN DR.	RAILROAD	5,683
	USH 12/18	EB	RAILROAD	SOUTH TOWNE DR.	18,361
	USH 12/18	EB	SOUTH TOWNE DR.	MONONA DR.	27,698
	USH 12/18	EB	MONONA DR.	STOUGHTON RD.	26,652
	USH 12/18	EB	STOUGHTON RD.	AGRICULTURE DR.	21,415
	USH 12/18	EB	AGRICULTURE DR.	F 75EB+75	6,630
	USH 12/18	WB	519WB+93	PARK ST.	18,145
	USH 12/18	WB	PARK ST.	RAILROAD	7,254
	USH 12/18	WB	RAILROAD	RIMROCK RD.	18,725
	USH 12/18	WB	RIMROCK RD.	JOHN NOLEN DR.	13,178
	USH 12/18	WB	JOHN NOLEN DR.	RAILROAD	5,774
	USH 12/18	WB	RAILROAD	SOUTH TOWNE DR.	18,124
	USH 12/18	WB	SOUTH TOWNE DR.	MONONA DR.	26,982
	USH 12/18	WB	MONONA DR.	STOUGHTON RD.	26,817
	USH 12/18	WB	STOUGHTON RD.	AGRICULTURE DR.	25,174
	USH 12/18	WB	AGRICULTURE DR.	K 848WB+00	10,551
PROJECT 1206-04-62 TOTAL					335,463

FILE NAME: \\MADW00\INGRPROJ\60002\t1\cds\030201_mq.ppt PLOT DATE : 1/8/2014 8:20:07 AM PLOT BY : HNTB Corp PLOT NAME : 030201_mq7 PLOT SCALE : 1:1

MAINLINE CONCRETE REPAIR

CATEGORY	ROADWAY	DIRECTION	STATION FROM	STATION TO		LANE	415.1100* CONCRETE PAVEMENT HES 10-INCH SY	416.0610* DRILLED TIE BARS EACH	416.0620* DRILLED DOWEL BARS EACH	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1715 CONCRETE PAVEMENT REPAIR SHES SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	COMMENTS
0010	USH 12/18	WB	519WB+96	B550WB+49		INSIDE	--	166	672	315	--	276	
					FISH HATCHERY RD. TO PARK ST.	MIDDLE	--	--	336	--	--	--	
						OUTSIDE	--	22	416	190	--	37	
	USH 12/18	WB	B552WB+04	B563WB+83		INSIDE	--	178	320	126	--	296	
					PARK STREET TO RAILROAD	MIDDLE	--	--	64	32	--	--	
						OUTSIDE	--	68	96	16	--	113	
	USH 12/18	WB	B564WB+74	C596WB+10		INSIDE	--	410	592	231	--	683	
					RAILROAD TO RIMROCK RD.	MIDDLE	--	--	192	49	--	--	
						OUTSIDE	--	45	320	142	--	75	
	USH 12/18	WB	C596WB+95	D619WB+59		INSIDE	--	151	432	237	--	251	
					RIMROCK RD. TO JOHN NOLEN DR.	MIDDLE	--	--	80	--	--	--	
						OUTSIDE	--	133	144	39	--	222	
	USH 12/18	WB	D621WB+15	E630WB+38		INSIDE	--	15	208	93	--	25	
					JOHN NOLEN DR. TO RAILROAD	MIDDLE	--	--	224	73	--	--	
						OUTSIDE	--	24	32	8	--	40	
	USH 12/18	WB	E632WB+56	F662WB+39		INSIDE	--	34	128	50	--	57	
					RAILROAD TO SOUTH TOWNE DR.	MIDDLE	--	--	112	--	--	--	
						OUTSIDE	--	--	48	17	--	--	
	USH 12/18	WB	F663WB+55	G743WB+81		INSIDE	--	254	1,296	605	--	423	
					SOUTH TOWNE DR. TO MONONA DR.	MIDDLE	--	--	1,088	--	--	--	
						OUTSIDE	--	--	144	90	--	--	
	USH 12/18	WB	G744WB+17	J788WB+77		INSIDE	--	--	144	88	--	--	
					MONONA DR. TO STOUGHTON RD.	MIDDLE	--	--	304	--	--	--	
						OUTSIDE	--	43	352	117	--	71	
	USH 12/18	WB	J790WB+68	K830WB+76		INSIDE	--	41	176	86	--	68	
					STOUGHTON RD. TO AGRICULTURE DR.	MIDDLE	--	--	464	--	--	--	
						OUTSIDE	--	--	32	--	--	--	
	USH 12/18	WB	K831WB+30	K847WB+81		INSIDE	--	45	144	81	--	74	
					AGRICULTURE DR. TO IH-39	MIDDLE	--	--	544	--	--	--	
						OUTSIDE	--	--	--	--	--	--	
	USH 12/18	EB	519EB+95	B550EB+44		INSIDE	--	62	272	144	--	103	
					FISH HATCHERY RD. TO PARK ST.	MIDDLE	--	--	224	--	--	--	
						OUTSIDE	--	57	112	52	--	95	
	USH 12/18	EB	B552EB+02	B563EB+53		INSIDE	--	28	208	87	--	47	
					PARK STREET TO RAILROAD	MIDDLE	--	46	64	16	--	76	
						OUTSIDE	--	15	96	52	--	25	
	USH 12/18	EB	B564EB+64	C595EB+36		INSIDE	--	100	176	68	--	166	
					RAILROAD TO RIMROCK RD.	MIDDLE	--	24	112	--	--	40	
						OUTSIDE	--	56	96	40	--	94	
	USH 12/18	EB	C569EB+75	D619EB+54		INSIDE	--	44	80	35	--	73	
					RIMROCK RD. TO JOHN NOLEN DR.	MIDDLE	--	--	64	--	--	--	
						OUTSIDE	--	23	48	32	--	39	
	USH 12/18	EB	D621EB+06	E20EB+63		INSIDE	--	33	384	182	--	55	
					JOHN NOLEN DR. TO RAILROAD	MIDDLE	--	34	64	28	--	56	
						OUTSIDE	--	--	64	31	--	--	

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

CONTINUED ON NEXT SHEET

Addendum No. 1
ID 1206-04-62
Revised Sheet 331
March 5, 2014

MAINLINE CONCRETE REPAIR (CONTINUED)

CATEGORY	ROADWAY	DIRECTION	STATION FROM	STATION TO		LANE	415.1100* CONCRETE PAVEMENT HES 10-INCH SY	416.0610* DRILLED TIE BARS EACH	416.0620* DRILLED DOWEL BARS EACH	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1715 CONCRETE PAVEMENT REPAIR SHES SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	COMMENTS
0010	USH 12/18	EB	E22EB+81	E52EB+37		INSIDE	--	--	64	31	--	--	
					RAILROAD TO SOUTH TOWNE DR.	MIDDLE	--	--	64	--	--	--	
						OUTSIDE	--	--	96	54	--	--	
	USH 12/18	EB	E53EB+55	E132EB+79		INSIDE	--	77	1,968	957	--	129	
					SOUTH TOWNE DR. TO MONONA DR.	MIDDLE	--	--	848	--	--	--	
						OUTSIDE	--	68	176	104	--	113	
	USH 12/18	EB	E134EB+16	E178EB+80		INSIDE	--	--	896	448	--	--	
					MONONA DR. TO STOUGHTON RD.	MIDDLE	--	--	80	--	--	--	
						OUTSIDE	--	--	--	--	--	--	
	USH 12/18	EB	E180EB+77	F62EB+79		INSIDE	--	26	608	334	--	43	
					STOUGHTON RD. TO AGRICULTURE DR.	MIDDLE	--	--	912	--	--	--	
						OUTSIDE	--	--	--	--	--	--	
	USH 12/18	EB	F63EB+32	F78EB+26		INSIDE	--	107	176	83	--	178	
					AGRICULTURE DR. TO IH-39	MIDDLE	--	--	272	--	--	--	
						OUTSIDE	--	--	--	--	--	--	
	USH 12/18	WB/EB	-	-	TEST PANEL LOCATIONS TBD	--	--	--	480	--	--	--	30 PRECAST PANELS
	USH 12/18	WB	K831WB+88	K847WB+80		--	2,123	637	16	--	--	--	LEFT-MIDDLE LANE, EAST OF AGRICULTURE
	USH 12/18	WB/EB	-	-	FISH HATCHERY RD.	RAMPS	--	--	480	--	563	--	UNDISTRIBUTED PATCHWORK (9-INCH)
	USH 12/18	WB/EB	-	-	PARK ST. TO STOUGHTON RD.	RAMPS	--	--	6,000	--	4,549	--	UNDISTRIBUTED PATCHWORK
	USH 12/18	WB	D617WB+56	D619WB+45		--	--	--	--	--	--	--	LONGITUDINAL CUT AT 12' OS
	USH 12/18	WB	B547WB+62	B548WB+01		--	--	50	64	--	--	124	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	EB	B548EB+00	B548EB+36		--	--	50	48	--	--	81	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	WB	C594WB+18	C594WB+65		--	--	63	48	--	--	105	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	EB	C593EB+87	C594EB+36		--	--	64	48	--	--	106	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	WB	D623WB+80	D624WB+25		--	--	64	48	--	--	105	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	EB	D624WB+54	D625EB+00		--	--	64	48	--	--	104	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	WB	F660WB+59	F661WB+04		--	--	62	48	--	--	102	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	EB	E50EB+51	E50EB+93		--	--	62	48	--	--	103	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	WB	G744WB+86	G745WB+32		--	--	64	48	--	--	107	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	EB	E135EB+13	E135EB+59		--	--	64	48	--	--	105	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	WB	J787WB+24	J787WB+70		--	--	64	48	--	--	104	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	EB	K176EB+96	K177EB+42		--	--	64	48	--	--	106	EXISTING TRAFFIC LOOP DETECTOR
TOTALS							2,123	**3,801**	**24,896**	**5,463**	5,112	5,295	
UNDISTRIBUTED							--	--	--	--	--	--	
ADDITIONAL TRANSVERSE SAW CUTS FOR PAVEMENT REPAIRS GREATER THAN 7-FEET							--	--	--	--	--	--	
PROJECT 1206-04-62 TOTALS							2,123	**3,801**	**24,896**	**5,463**	5,112	5,295	

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

Addendum No. 1
ID 1206-04-62
Revised Sheet 332
March 5, 2014

CONTINUED ON NEXT SHEET

FILE NAME: \\MADW00\INGRPROJ\60002\t1\cds\030201_mq.ppt PLOT DATE : 2/27/2014 4:59:49 PM PLOT BY : HNTB Corp PLOT NAME : 030201_mq9 PLOT SCALE : 1:1

MAINLINE CONCRETE REPAIR

CATEGORY	ROADWAY	DIRECTION	STATION FROM	STATION TO		LANE	690.0250 SAWING CONCRETE LF	SPV.0090.03 SAWING CONCRETE PRECAST PANEL INSTALLATION LF	SPV.0180.01 CONCRETE PAVEMENT REPAIR PRECAST 10-INCH SY	SPV.0180.02 CONCRETE PAVEMENT REPLACEMENT PRECAST 10-INCH SY	COMMENTS
0010	USH 12/18	WB	519WB+96	B550WB+49		INSIDE	1,894	--	--	--	
					FISH HATCHERY RD. TO PARK ST.	MIDDLE	--	816	173	35	
						OUTSIDE	845	186	44	--	
	USH 12/18	WB	B552WB+04	B563WB+83		INSIDE	1,113	--	--	--	
					PARK STREET TO RAILROAD	MIDDLE	144	--	--	--	
						OUTSIDE	338	--	--	--	
	USH 12/18	WB	B564WB+74	C596WB+10		INSIDE	2,259	--	--	--	
					RAILROAD TO RIMROCK RD.	MIDDLE	218	242	65	--	
						OUTSIDE	710	334	--	159	
	USH 12/18	WB	C596WB+95	D619WB+59		INSIDE	1,380	--	--	--	
					RIMROCK RD. TO JOHN NOLEN DR.	MIDDLE	--	236	32	45	
						OUTSIDE	511	186	35	25	
	USH 12/18	WB	D621WB+15	E630WB+38		INSIDE	489	--	--	--	
					JOHN NOLEN DR. TO RAILROAD	MIDDLE	326	214	32	31	
						OUTSIDE	121	--	--	--	
	USH 12/18	WB	E632WB+56	F662WB+39		INSIDE	353	--	--	--	
					RAILROAD TO SOUTH TOWNE DR.	MIDDLE	--	286	48	31	
						OUTSIDE	74	46	15	--	
	USH 12/18	WB	F663WB+55	G743WB+81		INSIDE	3,486	--	--	--	
					SOUTH TOWNE DR. TO MONONA DR.	MIDDLE	--	2,666	580	109	
						OUTSIDE	351	--	--	--	
	USH 12/18	WB	G744WB+17	J788WB+77		INSIDE	348	--	--	--	
					MONONA DR. TO STOUGHTON RD.	MIDDLE	--	696	160	--	
						OUTSIDE	666	260	40	37	
	USH 12/18	WB	J790WB+68	K830WB+76		INSIDE	494	--	--	--	
					STOUGHTON RD. TO AGRICULTURE DR.	MIDDLE	--	1,202	231	107	
						OUTSIDE	--	72	16	--	
	USH 12/18	WB	K831WB+30	K847WB+81		INSIDE	450	--	--	--	
					AGRICULTURE DR. TO IH-39	MIDDLE	--	1,260	296	--	
						OUTSIDE	--	--	--	--	
	USH 12/18	EB	519EB+95	B550EB+44		INSIDE	779	--	--	--	
					FISH HATCHERY RD. TO PARK ST.	MIDDLE	--	566	124	29	
						OUTSIDE	388	--	--	--	
	USH 12/18	EB	B552EB+02	B563EB+53		INSIDE	513	--	--	--	
					PARK STREET TO RAILROAD	MIDDLE	234	--	--	--	
						OUTSIDE	259	--	--	--	
	USH 12/18	EB	B564EB+64	C595EB+36		INSIDE	615	--	--	--	
					RAILROAD TO RIMROCK RD.	MIDDLE	108	238	24	55	
						OUTSIDE	345	--	--	--	
	USH 12/18	EB	C569EB+75	D619EB+54		INSIDE	283	--	--	--	
					RIMROCK RD. TO JOHN NOLEN DR.	MIDDLE	--	162	44	--	
						OUTSIDE	178	--	--	--	
	USH 12/18	EB	D621EB+06	E20EB+63		INSIDE	932	--	--	--	
					JOHN NOLEN DR. TO RAILROAD	MIDDLE	222	--	--	--	
						OUTSIDE	142	--	--	--	

Addendum No. 1
ID 1206-04-62
Revised Sheet 333
March 5, 2014

CONTINUED ON NEXT SHEET

MAINLINE CONCRETE REPAIR (CONTINUED)

CATEGORY	ROADWAY	DIRECTION	STATION FROM	STATION TO		LANE	690.0250 SAWING CONCRETE LF	SPV.0090.03 SAWING CONCRETE PRECAST PANEL INSTALLATION LF	SPV.0180.01 CONCRETE PAVEMENT REPAIR PRECAST 10-INCH SY	SPV.0180.02 CONCRETE PAVEMENT REPLACEMENT PRECAST 10-INCH SY	COMMENTS
0010	USH 12/18	EB	E22EB+81	E52EB+37		INSIDE	143	--	--	--	
					RAILROAD TO SOUTH TOWNE DR.	MIDDLE	--	146	33	--	
						OUTSIDE	225	--	--	--	
	USH 12/18	EB	E53EB+55	E132EB+79		INSIDE	4,581	--	--	--	
					SOUTH TOWNE DR. TO MONONA DR.	MIDDLE	--	2,080	409	129	
						OUTSIDE	589	--	--	--	
	USH 12/18	EB	E134EB+16	E178EB+80		INSIDE	2,016	--	--	--	
					MONONA DR. TO STOUGHTON RD.	MIDDLE	--	196	51	--	
						OUTSIDE	--	--	--	--	
	USH 12/18	EB	E180EB+77	F62EB+79		INSIDE	1,476	--	--	--	
					STOUGHTON RD. TO AGRICULTURE DR.	MIDDLE	--	2,258	427	167	
						OUTSIDE	--	--	--	--	
	USH 12/18	EB	F63EB+32	F78EB+26		INSIDE	657	--	--	--	
					AGRICULTURE DR. TO IH-39	MIDDLE	--	926	125	220	
						OUTSIDE	--	--	--	--	
	USH 12/18	WB/EB	-	-	TEST PANEL LOCATIONS TBD	--	--	1,080	240	--	30 PRECAST PANELS
	USH 12/18	WB	K831WB+88	K847WB+80		--	3,208	--	--	--	LEFT-MIDDLE LANE, EAST OF AGRICULTURE
	USH 12/18	WB/EB	-	-	FISH HATCHERY RD.	RAMPS	2,200	--	--	--	UNDISTRIBUTED PATCHWORK (9-INCH)
	USH 12/18	WB/EB	-	-	PARK ST. TO STOUGHTON RD.	RAMPS	15,000	--	--	--	UNDISTRIBUTED PATCHWORK
	USH 12/18	WB	D617WB+56	D619WB+45		--	190	--	--	--	LONGITUDINAL CUT AT 12' OS
	USH 12/18	WB	B547WB+62	B548WB+01		--	312	86	41	--	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	EB	B548EB+00	B548EB+36		--	164	86	41	--	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	WB	C594WB+18	C594WB+65		--	208	104	52	--	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	EB	C593EB+87	C594EB+36		--	208	104	53	--	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	WB	D623WB+80	D624WB+25		--	208	104	53	--	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	EB	D624WB+54	D625EB+00		--	208	104	52	--	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	WB	F660WB+59	F661WB+04		--	208	104	51	--	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	EB	E50EB+51	E50EB+93		--	208	104	51	--	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	WB	G744WB+86	G745WB+32		--	208	104	53	--	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	EB	E135EB+13	E135EB+59		--	208	104	53	--	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	WB	J787WB+24	J787WB+70		--	208	104	52	--	EXISTING TRAFFIC LOOP DETECTOR
	USH 12/18	EB	K176EB+96	K177EB+42		--	208	104	53	--	EXISTING TRAFFIC LOOP DETECTOR
TOTALS							**54,409**	**17,566**	3,849	1,179	
UNDISTRIBUTED							**--**	**--**	--	--	
ADDITIONAL TRANSVERSE SAW CUTS FOR PAVEMENT REPAIRS GREATER THAN 7-FEET							**7,356**	**--**	--	--	
PROJECT 1206-04-62 TOTALS							**61,765**	**17,566**	3,849	1,179	

Addendum No. 1
ID 1206-04-62
Revised Sheet 334
March 5, 2014

3

DRAINAGE ITEMS

CATEGORY	STATION	OFFSET	LOCATION	DEPTH FT	204.0270 ABANDON CULVERT PIPE EACH	416.1010 CONCRETE SURFACE DRAINS CY	465.0315 ASPHALTIC FLUMES SY	520.0118 CULVERT PIPE CLASS III 18-INCH LF	520.9700.S CULVERT PIPE LINERS 18-INCH LF	520.9750.S CLEANING CULVERT PIPES FOR LINER VERIFICATION **EACH**	520.1012 APRON ENDWALLS FOR CULVERT PIPE 12-INCH EACH	520.7000 CLEANING CULVERT PIPES EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH	521.0112 CULVERT PIPE CORRUGATED STEEL 12-INCH LF	COMMENTS
0010	521EB+54	105.00' RT	APPLEGATE RD.	N/A	--	--	--	--	--	--	1	--	--	--	WALL THICKNESS 2.5"
	521EB+55 - 521EB+74	107.81' RT	APPLEGATE RD.	N/A	--	--	--	--	--	--	--	--	1	20	WALL THICKNESS 0.79"
	520EB+96 - 521EB+37	174.80' RT	APPLEGATE RD.	N/A	--	--	--	--	--	--	--	1	--	--	
	521EB+37	196.15' RT	APPLEGATE RD.	1.30	--	--	--	--	--	--	--	--	--	--	
	506EB+93 - 507EB+01	48.16' RT	EB USH 12/18	3.50	--	--	--	--	--	--	--	--	--	--	EB OFFRAMP TO SB FISH HATCHERY RD.
	B550EB+10 - B550EB+19	57.10' RT	EB USH 12/18	3.25	--	--	--	--	--	--	--	--	1	8	WALL THICKNESS 0.79"
	C 606EB+65	70.00' RT	EB USH 12/18	N/A	1	--	--	--	--	--	--	--	--	--	170-LF, 24-INCH RC PIPE, WALL THICKNESS 2.5"
	F75EB+99	10.00' LT	EB USH 12/18	N/A	--	2	--	--	--	--	--	--	--	--	
	C598WB+55	154.68' LT	WB USH 12/18	N/A	--	--	--	--	--	--	1	--	--	--	WALL THICKNESS 2.5"
	D621WB+55	109.74' LT	WB USH 12/18	N/A	--	--	--	--	--	--	--	--	1	--	WALL THICKNESS 0.79"
	E 77EB+10	46.00' RT	EB USH 12/18	N/A	--	2	--	--	--	--	--	--	--	--	
	F688WB+00	46.00' LT	WB USH 12/18	N/A	--	2	--	--	--	--	--	--	--	--	
	124MNW+85	80.74' LT	MONONA DR. NW RAMP	N/A	--	--	--	--	--	--	--	--	--	--	WALL THICKNESS 2.5"
	124MNW+85-124MNW+88	69.85' LT	MONONA DR. NW RAMP	N/A	--	--	--	--	--	--	--	--	1	--	WALL THICKNESS 0.79"
	125MSW+80	82.44' RT	MONONA DR. SW RAMP	N/A	--	--	--	--	--	--	--	--	--	--	WALL THICKNESS 2.5"
	125MSW+68 - 125MSW+80	73.18' RT	MONONA DR. SW RAMP	N/A	--	--	--	--	--	--	--	--	1	--	WALL THICKNESS 0.79"
	601RNE+08 - 601RNE+22	34.42' LT	RIMROCK RD. NE RAMP	N/A	--	--	--	--	102	**1**	--	--	--	--	24" EXISTING, 18" LINING, WALL THICKNESS 2.5"
	166SNW+99	42.51' LT	STOUGHTON RD. NW RAMP	N/A	--	--	--	11	--	--	--	--	1	--	WALL THICKNESS 2.5"
	112HEN+67	29.89' LT	USH 12/18 EB TO IH-39 NB RAMP	N/A	--	--	30	--	--	--	--	--	--	--	
PROJECT 1206-04-62 TOTALS					1	6	30	11	102	**1**	2	1	6	28	

Addendum No. 1
ID 1206-04-62
Revised Sheet 335
March 5, 2014

CONTINUED ON NEXT SHEET

3

DRAINAGE ITEMS (CONTINUED)

CATEGORY	STATION	OFFSET	LOCATION	DEPTH FT	521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	521.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH	524.0618 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH EACH	606.0100 RIPRAP LIGHT CY	611.0420 RECONSTRUCTING MANHOLES EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.3230 INLETS 2x3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	645.0130 GEOTEXTILE FABRIC TYPE R SY	COMMENTS
0010	521EB+54	105.00' RT	APPLEGATE RD.	N/A	--	--	--	--	--	--	--	--	--	--	--	WALL THICKNESS 2.5"
	521EB+55 - 521EB+74	107.81' RT	APPLEGATE RD.	N/A	--	--	--	--	--	--	--	--	--	--	--	WALL THICKNESS 0.79"
	520EB+96 - 521EB+37	174.80' RT	APPLEGATE RD.	N/A	--	--	--	--	--	--	--	--	--	--	--	
	521EB+37	196.15' RT	APPLEGATE RD.	1.30	--	--	--	--	--	--	--	1	--	1	--	
	506EB+93 - 507EB+01	48.16' RT	EB USH 12/18	3.50	--	--	--	--	--	--	1	--	1	--	--	EB OFFRAMP TO SB FISH HATCHERY RD.
	B550EB+10 - B550EB+19	57.10' RT	EB USH 12/18	3.25	--	--	--	--	--	--	1	--	1	--	--	WALL THICKNESS 0.79"
	C 606EB+65	70.00' RT	EB USH 12/18	N/A	--	--	--	--	1	1	--	--	--	--	--	170-LF, 24-INCH RC PIPE, WALL THICKNESS 2.5"
	F75EB+99	10.00' LT	EB USH 12/18	N/A	--	--	--	--	--	--	--	--	--	--	--	
	C598WB+55	154.68' LT	WB USH 12/18	N/A	--	--	--	1	--	--	--	--	--	--	5	WALL THICKNESS 2.5"
	D621WB+55	109.74' LT	WB USH 12/18	N/A	20	1	--	--	--	--	--	--	--	--	--	WALL THICKNESS 0.79"
	E 77EB+10	46.00' RT	EB USH 12/18	N/A	--	--	--	--	--	--	--	--	--	--	--	
	F688WB+00	46.00' LT	WB USH 12/18	N/A	--	--	--	--	--	--	--	--	--	--	--	
	124MNW+85	80.74' LT	MONONA DR. NW RAMP	N/A	--	1	--	--	--	--	--	--	--	--	--	WALL THICKNESS 2.5"
	124MNW+85-124MNW+88	69.85' LT	MONONA DR. NW RAMP	N/A	20	--	--	--	--	--	--	--	--	--	--	WALL THICKNESS 0.79"
	125MSW+80	82.44' RT	MONONA DR. SW RAMP	N/A	--	1	--	--	--	--	--	--	--	--	--	WALL THICKNESS 2.5"
	125MSW+68 - 125MSW+80	73.18' RT	MONONA DR. SW RAMP	N/A	20	--	--	--	--	--	--	--	--	--	--	WALL THICKNESS 0.79"
	601RNE+08 - 601RNE+22	34.42' LT	RIMROCK RD. NE RAMP	N/A	--	--	--	--	--	--	--	--	--	--	--	24" EXISTING, 18" LINING, WALL THICKNESS 2.5"
	166SNW+99	42.51' LT	STOUGHTON RD. NW RAMP	N/A	--	--	1	--	--	--	--	--	--	--	--	WALL THICKNESS 2.5"
	112HEN+67	29.89' LT	USH 12/18 EB TO IH-39 NB RAMP	N/A	--	--	--	--	--	--	--	--	--	--	--	
PROJECT 1206-04-62 TOTALS					60	3	1	1	1	1	2	1	2	1	5	

CONCRETE ITEMS

CATEGORY	STATION	OFFSET	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
0010	468FNW+47 - 469FNW+07	12.0' LT	TODD DRIVE NW RAMP	--	60	--	--
0010	506EB+93 - 507EB+01	47.14' RT	EB USH 12/18	--	8	--	--
0010	B550EB+10 - B550EB+19	57.10' RT	EB USH 12/18	9	--	--	--
0010	B552EB+19 - B552EB+36	58.5' RT	EB USH 12/18	17	--	--	--
0010	1066PSB+83 - 1066PSB+88	0.2' RT	PARK STREET SB	5	--	--	--
0090	1067PSB+06 - 1068PSB+22	RT	PARK STREET SB	--	--	607	--
0010	1067PSB+40 - 1067PSB+46	0.5' RT	PARK STREET SB	6	--	--	--
0010	1066PNB+50 - 1066PNB+56	10.0' LT	PARK STREET NB	6	--	--	--
0010	1067PNB+06 - 1067PNB+11	10.3' LT	PARK STREET NB	5	--	--	--
0090	1066PNB+10 - 1068PSB+88	LT	PARK STREET NB	--	--	557	--
0010	8JSE+25 - 8JSE+66	7.8' RT	JOHN NOLEN SE RAMP	40	--	--	--
0010	48TSW+65 - 49TSW+04	13.0' LT	SOUTH TOWNE DR	39	--	--	--
0010	48TSW+65 - 49TSW+04	22.0' RT	SOUTH TOWNE DR	39	--	--	--
0010	57TNE+75 - 58TNE+52	3.0' LT	SOUTH TOWNE DR	78	--	--	--
0010	139MNE+99 - 140MNE+06	15.00' RT	MONONA DR. NE RAMP	--	--	--	56
SUBTOTALS				244	68	1,164	56
PROJECT 1206-04-62 TOTALS				244	68	1,164	56

MEDIAN CONCRETE BARRIER

CATEGORY	BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET	LOCATION	603.0105 CONCRETE BARRIER SINGLE-FACED 32-INCH LF
STAGE 1						
0010	B543WB+28	12.00' RT	B549WB+89	12.00' RT	WB USH 12/18	661
STAGE 1 SUBTOTALS						661
STAGE 2						
0010	B543EB+28	12.00' LT	B549EB+89	12.00' LT	EB USH 12/18	661
	B575EB+33	12.00' LT	B583EB+50	12.00' LT	EB USH 12/18	817
	B575WB+33	12.00' RT	B583WB+50	12.00' RT	WB USH 12/18	817
STAGE 2 SUBTOTALS						2,295
PROJECT 1206-04-62 TOTALS						2,956

ADJUSTING INLET COVERS

CATEGORY	LOCATION DIRECTION	FROM	TO	611.8115 ADJUSTING INLET COVERS EACH
0010	EB USH 12/18	FISH HATCHERY RD.	PARK ST.	6
	EB USH 12/18	PARK ST.	RIMROCK RD.	--
	EB USH 12/18	RIMROCK RD.	JOHN NOLEN DR.	6
	EB USH 12/18	JOHN NOLEN DR.	SOUTH TOWNE DR.	2
	EB USH 12/18	SOUTH TOWNE DR.	MONONA DR.	18
	EB USH 12/18	MONONA DR.	STOUGHTON RD.	5
	EB USH 12/18	STOUGHTON RD.	AGRICULTURE DR.	4
	EB USH 12/18	UNDISTRIBUTED		4
	WB USH 12/18	FISH HATCHERY RD.	PARK ST.	9
	WB USH 12/18	PARK ST.	RIMROCK RD.	--
	WB USH 12/18	RIMROCK RD.	JOHN NOLEN DR.	3
	WB USH 12/18	JOHN NOLEN DR.	SOUTH TOWNE DR.	3
	WB USH 12/18	SOUTH TOWNE DR.	MONONA DR.	21
	WB USH 12/18	MONONA DR.	STOUGHTON RD.	8
	WB USH 12/18	STOUGHTON RD.	AGRICULTURE DR.	5
	WB USH 12/18	UNDISTRIBUTED		4
PROJECT 1206-04-62 TOTALS				98

CONCRETE BARRIER ITEMS

CATEGORY	BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET	LOCATION	603.1142 CONCRETE BARRIER TYPE S42 LF	603.1342 CONCRETE BARRIER TYPE S42B LF	603.1356 CONCRETE BARRIER TYPE S56B LF	SPV.0060.16 CONCRETE BARRIER TRANSITION SECTION 32-INCH EACH
STAGE 1									
0090	F90EB+69	10.00' LT	F91EB+10	10.00' LT	EB USH 12/18	--	--	41	--
	C593EB+98	47.50' RT	C594EB+04	47.50' RT	EB USH 12/18	--	--	--	1
	J802WB+48	58.00' LT	J803WB+11	58.00' LT	WB USH 12/18	--	64	--	--
	C598WB+53	46.00' LT	C598WB+60	46.00' LT	WB USH 12/18	--	--	--	1
	77HSW+46	11.00' LT	77HSW+78	11.00' LT	IH 39 SB TO USH 12/18 WB RAMP	--	33	--	--
	K890WB+66	53.40' LT	K892WB+73	51.70' LT	USH 12/18 WB TO IH 39 NB RAMP	--	43	--	--
	8JSE+30	9.30' RT	8JSE+60	8.70' RT	JOHN NOLEN SE RAMP	--	30	--	--
	11JSE+98	18.00' LT	12JSE+04	18.00' LT	JOHN NOLEN DR.	--	--	--	1
	142MNE+96	6.00' LT	143MNE+25	6.00' LT	MONONA DR. NE RAMP	--	29	--	--
	543PSW+41	4.30' LT	543PSW+47	3.80' LT	PARK STREET	--	--	--	1
	556PNE+34	3.2' RT	556PNE+40	3.6' RT	PARK STREET	--	--	--	1
	591RSW+78	15.50' LT	592RSW+05	15.50' LT	RIMROCK RD. SW RAMP	--	27	--	--
	591RSW+78	31.50' RT	592RSW+05	31.50' RT	RIMROCK RD. SW RAMP	--	27	--	--
	605RNE+09	8.00' LT	605RNE+39	8.00' LT	RIMROCK RD. NE RAMP	--	30	--	--
	48TSW+73	15.00' LT	48TSW+99	15.00' LT	SOUTH TOWNE DR. SW RAMP	--	27	--	--
	48TSW+73	24.00' RT	48TSW+99	24.00' RT	SOUTH TOWNE DR. SW RAMP	--	27	--	--
	57TNE+68	5.00' LT	57TNE+74	5.00' LT	SOUTH TOWNE DR. NE RAMP	--	--	--	1
	193SSE+37	23.00' RT	193SSE+77	23.00' RT	STOUGHTON RD. SE RAMP	--	40	--	--
	163SNW+70	8.00' LT	164SNW+27	8.00' LT	STOUGHTON RD. NW RAMP	--	57	--	--
	77HES+46	23.00' RT	77HES+81	23.00' RT	USH 12/18 EB TO IH 39 SB RAMP	--	35	--	--
STAGE 1 SUBTOTALS						--	469	41	6
STAGE 2									
0090	F51EB+03	8.80' LT	F51EB+09	8.80' LT	EB USH 12/18	--	--	--	1
	F76EB+03	10.00' LT	F77EB+76	10.00' LT	EB USH 12/18	--	173	--	--
	K820WB+51	9.40' RT	K820WB+57	9.40' RT	WB USH 12/18	--	--	--	1
	K845WB+48	10.00' RT	K845WB+75	10.00' RT	WB USH 12/18	--	27	--	--
	1066PNB+66	12.30' LT	1067PNB+06	12.30' LT	PARK STREET	40	--	--	--
	1066PSB+88	1.8' RT	1067PSB+28	1.6' RT	PARK STREET	40	--	--	--
STAGE 2 SUBTOTALS						80	200	--	2
PROJECT 1206-04-62 TOTALS						80	669	41	8

* QUANTITIES FOR REFERENCE ONLY
** NUMBER OF RAMPS TO BE CLOSED
*** NUMBER OF BEAMGUARD LOCATIONS
CONTINUED ON NEXT SHEET

TRAFFIC CONTROL ITEMS

CATEGORY	STAGE DURATION DAYS	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EACH	643.0300 TRAFFIC CONTROL DRUMS EACH*	643.0300 DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH*	643.0420 DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH*	643.0705 DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH*	643.0715 DAYS
0010												
CONTRACT 1206-04-62 SUBTOTALS	142	--	--	--		--		--		--		--
USH 12 AT TODD DR. CONSTRUCTION												
WB TODD DRIVE ONRAMP	7	--	--	--	26	182	4	28	8	56	10	70
TODD DRIVE SEGMENT SUBTOTALS		--	--	--	26	182	4	28	8	56	10	70
USH 12 AT PARK ST. CONSTRUCTION	56											
STAGE 1	8	--	--	4	209	1,672	4	32	8	64	78	624
STAGE 2	12	9,102	9,102	1	62	744	4	48	8	96	42	504
STAGE 3	12	1,916	1,916	3	162	1,944	3	36	6	72	81	972
STAGE 4	12	9,481	9,481	1	111	1,332	4	48	8	96	64	768
STAGE 5	12	2,648	2,648	2	141	1,692	4	48	8	96	74	888
PARK STREET MEDIAN	14	--	--	--	57	798	--	--	--	--	20	280
NB USH 14 TO WB USH 12 ENTRANCE RAMP DETOUR	25	--	--	--	17	425	6	150	12	300	17	425
SB PARK ST TO EB USH 12 DETOUR	25	--	--	--	32	800	3	75	6	150	32	800
PARK STREET UNDISTRIBUTED	--	--	--	--	46	644	8	112	16	224	19	266
PARK STREET SEGMENT SUBTOTALS		23,147	23,147	11	837	10,051	36	549	72	1,098	427	5,527
USH 12 AT JOHN NOLEN DR. CONSTRUCTION	42	--	--	--								
STAGE 1	14	744	744	2	302	4,228	10	140	20	280	100	1,400
STAGE 2	14	5,819	5,819	4	364	5,096	--	--	--	--	87	1,218
STAGE 3	14	767	767	2	287	4,018	9	126	18	252	79	1,106
RIMROCK ROAD MOVEMENT RESTRICTIONS	25	--	--	--	84	2,100	22	550	44	1,100	16	400
SB JOHN NOLEN TO EB USH 12 RAMP CLOSURE	25	--	--	--	67	1,675	5	125	10	250	67	1,675
JOHN NOLEN DRIVE SEGMENT SUBTOTALS		7,330	7,330	8	1,104	17,117	46	941	92	1,882	349	5,799
IH 39-90 AT WB USH 12 CONSTRUCTION	42											
STAGE 1	14	--	--	--	257	3,598	8	112	16	224	91	1,274
STAGE 2	14	--	--	--	393	5,502	6	84	12	168	127	1,778
STAGE 3	14	--	--	--	482	6,748	12	168	24	336	113	1,582
NB IH 39-90 TO WB USH 12 DETOUR	4	--	--	--	--	--	--	--	--	--	--	--
IH 39-90 AT WB USH 12 SEGEMENT SUBTOTALS		--	--	--	1,132	15,848	26	364	52	728	331	4,634
PATCHWORK CONSTRUCTION												
FISH HATCHERY RD TO PARK ST	20	--	--	--	264	5,280	3	60	6	120	52	1,040
1/2 MILE EAST OF PARK ST TO 1000' WEST OF JOHN NOLEN	30	--	--	--	280	8,400	4	120	8	240	52	1,560
1000' WEST OF SOUTH TOWNE TO YAHARA RIVER BRIDGE	30	--	--	--	314	9,420	6	180	12	360	52	1,560
YAHARA RIVER BRIDGE TO AGRICULTURE DRIVE	40	--	--	--	396	15,840	10	400	20	800	52	2,080
PATCHWORK CONSTRUCTION SEGMENT SUBTOTALS		--	--	--	1,254	38,940	23	760	46	1,520	208	6,240
UNDISTRIBUTED		--	--	--		4,107		132		264		1,114
RAMP CLOSURES	26**	--	--	--	40	1,040	4	104	8	208		--
BEAMGUARD WORK EAST OF AGRICULTURE DRIVE	17***	--	--	--	408	1,224	--	--	--	--	68	204
PROJECT 1206-04-62 TOTALS		30,477	30,477	19		88,509		2,878		5,756		23,588

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*** NUMBER OF BEAMGUARD LOCATIONS
CONTINUED ON NEXT SHEET

TRAFFIC CONTROL ITEMS (CONTINUED)

CATEGORY	STAGE DURATION DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH*	643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH*	643.0900 TRAFFIC CONTROL SIGNS DAYS	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER OF CYCLES*	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER OF SIGNS*	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER OF CYCLES*	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER OF SIGNS*	643.1050 TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE EACH*	643.1050 TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	643.3000 TRAFFIC CONTROL DETOUR SIGNS EACH*	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAY	SPV.0045.01 PORTABLE CHANGEABLE MESSAGE SIGN WITH COMMUNICATION EACH*	SPV.0045.01 PORTABLE CHANGEABLE MESSAGE SIGN WITH COMMUNICATION DAYS
0010																	
CONTRACT 1206-04-62 SUBTOTALS	142		--		5,000	--			--				--		500	5	710
USH 12 AT TODD DR. CONSTRUCTION																	
WB TODD DRIVE ONRAMP	7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TODD DRIVE SEGMENT SUBTOTALS		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
USH 12 AT PARK ST. CONSTRUCTION	56											5	280				
STAGE 1	8	--	--	44	352	--	--	--	--	--	--	--	--	--	--	--	--
STAGE 2	12	--	--	64	768	1	1	1	8	1	8	--	--	--	--	--	--
STAGE 3	12	--	--	72	864	3	1	3	10	1	10	--	--	--	--	--	--
STAGE 4	12	--	--	78	936	2	1	2	8	1	8	--	--	--	--	--	--
STAGE 5	12	--	--	71	852	2	1	2	8	1	8	--	--	--	--	--	--
PARK STREET MEDIAN	14	1	14	6	84	--	--	--	--	--	--	--	--	--	--	--	--
NB USH 14 TO WB USH 12 ENTRANCE RAMP DETOUR	25	--	--	7	175	1	1	1	--	--	--	1	25	96	2,400	--	--
SB PARK ST TO EB USH 12 DETOUR	25	--	--	5	125	4	1	4	9	1	9	1	25	54	1,350	--	--
PARK STREET UNDISTRIBUTED	--	1	14	5	70	1	1	1	--	1	--	1	14	106	1,484	--	--
PARK STREET SEGMENT SUBTOTALS		2	28	352	4,226	14	7	14	43	6	43	8	344	256	5,234	--	--
USH 12 AT JOHN NOLEN DR. CONSTRUCTION	42											5	210				
STAGE 1	14	4	56	73	1,022	2	1	2	2	1	2	--	--	--	--	--	--
STAGE 2	14	--	--	56	784	2	1	2	2	1	2	--	--	--	--	--	--
STAGE 3	14	4	56	58	812	--	--	--	4	1	4	--	--	--	--	--	--
RIMROCK ROAD MOVEMENT RESTRICTIONS	25	--	--	28	700	--	--	--	5	1	5	--	--	24	600	--	--
SB JOHN NOLEN TO EB USH 12 RAMP CLOSURE	25	--	--	13	325	1	1	1	3	1	3	1	25	31	775	--	--
JOHN NOLEN DRIVE SEGMENT SUBTOTALS		8	112	228	3,643	5	3	5	16	5	16	6	235	55	1,375	--	--
IH 39-90 AT WB USH 12 CONSTRUCTION	42											5	210				
STAGE 1	14	2	28	100	1,400	--	--	--	--	--	--	--	--	--	--	--	--
STAGE 2	14	2	28	105	1,470	--	--	--	--	--	--	--	--	--	--	--	--
STAGE 3	14	2	28	118	1,652	--	--	--	--	--	--	--	--	--	--	--	--
NB IH 39-90 TO WB USH 12 DETOUR	4	--	--	--	--	--	--	--	--	--	--	5	20	--	--	--	--
IH 39-90 AT WB USH 12 SEGEMENT SUBTOTALS		6	84	323	4,522	--	--	--	--	--	--	10	230	--	--	--	--
PATCHWORK CONSTRUCTION												4	480				
FISH HATCHERY RD TO PARK ST	20	4	80	31	620	--	--	--	5	1	5	--	--	--	--	--	--
1/2 MILE EAST OF PARK ST TO 1000' WEST OF JOHN NOLEN	30	4	120	32	960	--	--	--	5	1	5	--	--	--	--	--	--
1000' WEST OF SOUTH TOWNE TO YAHARA RIVER BRIDGE	30	4	120	34	1,020	--	--	--	5	1	5	--	--	--	--	--	--
YAHARA RIVER BRIDGE TO AGRICULTURE DRIVE	40	4	160	38	1,520	--	--	--	5	1	5	--	--	--	--	--	--
PATCHWORK CONSTRUCTION SEGMENT SUBTOTALS		16	480	135	4,120	--	--	--	20	4	20	4	480	--	--	--	--
UNDISTRIBUTED			35		826	3			30				100		--	--	--
RAMP CLOSURES	26**		--	9	234	--			--				234		--		--
BEAMGUARD WORK EAST OF AGRICULTURE DRIVE	17***		51	--	408	--			--				--		--		--
PROJECT 1206-04-62 TOTALS			790		22,979	22			109				1,623		7,109		710

FILE NAME: \\MADW00\INGRPROJ\60002\t1\cds\030201_mq.ppt PLOT DATE : 1/23/2014 11:50:47 AM PLOT BY : HNTB Corp PLOT NAME : 030201_mq17 PLOT SCALE : 1:1

* QUANTITIES FOR REFERENCE ONLY
** NUMBER OF RAMPS TO BE CLOSED
*** NUMBER OF BEAMGUARD LOCATIONS

TRAFFIC CONTROL ITEMS (CONTINUED)

CATEGORY	STAGE DURATION DAYS	SPV.0060.03 TRAFFIC CONTROL CLOSE-OPEN FREEWAY RAMP EACH	SPV.0060.04 TEMPORARY THRIE BEAM CONNECTION EACH	SPV.0060.24 TEMPORARY TRAFFIC CONTROL SIGNAL COVERING EACH	SPV.0090.07 TRAFFIC CONTROL GAWK SCREEN FURNISHED LF	SPV.0090.08 TRAFFIC CONTROL GAWK SCREEN INSTALLED LF	SPV.0090.09 TRAFFIC CHANNELIZING CURB SYSTEM DELIVERED LF	SPV.0090.10 TRAFFIC CHANNELIZING CURB SYSTEM INSTALLED LF
0010								
CONTRACT 1206-04-62 SUBTOTALS	142	--	--	--	26,236	--	2,681	--
USH 12 AT TODD DR. CONSTRUCTION								
WB TODD DRIVE ONRAMP	7	--	--	--	--	--	--	--
TODD DRIVE SEGMENT SUBTOTALS		--	--	--	--	--	--	--
USH 12 AT PARK ST. CONSTRUCTION	56	--	--					
STAGE 1	8	--	--	--	--	--	--	--
STAGE 2	12	--	9	--	--	12,287	--	1,160
STAGE 3	12	--	--	--	--	1,916	--	435
STAGE 4	12	--	1	--	--	9,385	--	1,355
STAGE 5	12	--	--	--	--	2,648	--	405
PARK STREET MEDIAN	14	--	--	--	--	--	--	--
NB USH 14 TO WB USH 12 ENTRANCE RAMP DETOUR	25	--	--	--	--	--	--	--
SB PARK ST TO EB USH 12 DETOUR	25	--	--	--	--	--	--	--
PARK STREET UNDISTRIBUTED	--	--	--	--	--	--	--	--
PARK STREET SEGMENT SUBTOTALS		--	10	--	--	26,236	--	3,355
USH 12 AT JOHN NOLEN DR. CONSTRUCTION	42	--						
STAGE 1	14	--	--	--	--	744	--	--
STAGE 2	14	--	--	--	--	5,819	--	803
STAGE 3	14	--	--	--	--	767	--	--
RIMROCK ROAD MOVEMENT RESTRICTIONS	25	--	--	14	--	--	--	--
SB JOHN NOLEN TO EB USH 12 RAMP CLOSURE	25	--	--	--	--	--	--	--
JOHN NOLEN DRIVE SEGMENT SUBTOTALS		--	--	14	--	7,330	--	803
IH 39-90 AT WB USH 12 CONSTRUCTION	42							
STAGE 1	14	--	--	--	--	--	--	--
STAGE 2	14	--	--	--	--	--	--	--
STAGE 3	14	--	--	--	--	--	--	--
NB IH 39-90 TO WB USH 12 DETOUR	4	--	--	--	--	--	--	--
IH 39-90 AT WB USH 12 SEGEMENT SUBTOTALS		--	--	--	--	--	--	--
PATCHWORK CONSTRUCTION		--						
FISH HATCHERY RD TO PARK ST	20	--	--	--	--	--	--	--
1/2 MILE EAST OF PARK ST TO 1000' WEST OF JOHN NOLEN	30	--	--	--	--	--	--	--
1000' WEST OF SOUTH TOWNE TO YAHARA RIVER BRIDGE	30	--	--	--	--	--	--	--
YAHARA RIVER BRIDGE TO AGRICULTURE DRIVE	40	--	--	--	--	--	--	--
PATCHWORK CONSTRUCTION SEGMENT SUBTOTALS		--	--	--	--	--	--	--
UNDISTRIBUTED		--	8	--	--	--	--	--
RAMP CLOSURES	26**	62	--	--	--	--	--	--
BEAMGUARD WORK EAST OF AGRICULTURE DRIVE	17***	--	--	--	--	--	--	--
PROJECT 1206-04-62 TOTALS		62	18	14	26,236	33,566	2,681	4,158

PROJECT TRAFFIC CONTROL

CATEGORY		CONTRACT CALENDAR DAYS	CONTRACT WORKING DAYS	643.0200 TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE DAYS	SPV.0045.02 SAFETY VEHICLE DAYS	SPV.0060.20 CONCRETE BARRIER TEMPORARY EMERGENCY REPAIR MOBALIZATION EACH	SPV.0060.23 REPOSITIONING TRAFFIC CONTROL DEVICES FOR MAINLINE CLOSURES EACH	SPV.0105.02 TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE SPECIAL EVENT LS	SPV.0105.03 SURVEY PROJECT 1206-04-62 LS	SPV.0105.04 CONCRETE BARRIER TEMPORARY PRECAST EMERGENCY REPAIR STANDY TIME LS
BELTLINE PROJECT TOTALS										
0100	USH 12/18 WB&EB	167	142	167	142	12	284	1	1	1
PROJECT 1206-04-62 TOTALS				167	142	12	284	1	1	1

3

FIXED MESSAGE SIGNS

CATEGORY	SIGN NUMBER	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
0010	101	9.00
	102	13.50
	201	55.25
	203	52.50
	204	52.50
	205	52.50
	206	52.50
	301	52.50
	302	52.50
	401	18.00
	402	18.00
PROJECT 1206-04-62 TOTALS		429

FIELD OFFICE TYPE D

CATEGORY	LOCATION	642.5201 FIELD OFFICE TYPE D EACH
0010	USH 12/18	1
PROJECT 1206-04-62 TOTALS		1

GUARDRAIL

CATEGORY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	LOCATION	IDENTIFICATION	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0515 GUARDRAIL STIFFENED LHW LF	614.2300 MGS GUARDRAIL 3 LF	614.2310 MGS GUARDRAIL 3 HS LF	614.2320 MGS GUARDRAIL 3 QS LF
STAGE 1												
0090	542PSW+54	8.5' LT	543PSW+43	3.8' LT	PARK STREET SW RAMP	EB01	--	--	--	--	--	--
	546PSW+94	23.0' RT	550PSW+25	59.0' RT	PARK STREET SW RAMP	EB02	--	--	--	213	--	--
	C593EB+08	49.5' RT	C594EB+00	47.5' RT	EB USH 12/18	EB03	--	--	--	--	--	--
	590RSW+88	26.3' RT	591RSW+80	31.5' RT	RIMROCK ROAD SW RAMP	EB04	--	--	--	--	--	--
	590RSW+88	14.1' LT	591RSW+80	15.5' LT	RIMROCK ROAD SW RAMP	EB05	--	--	--	--	--	--
	C613EB+21	58.0' RT	D619EB+55	58.0' RT	EB USH 12/18	EB06	21	575	--	--	--	--
	11JSE+26	26.0' LT	12JSE+01	21.0' LT	JOHN NOLEN SE RAMP	EB07	--	--	--	--	--	--
	7JSE+22	8.80' RT	8JSE+65	7.0' RT	JOHN NOLEN SE RAMP	EB08	--	--	--	63	--	--
	22JSW+82	8.0' RT	31JSW+14	10.7' RT	JOHN NOLEN SW RAMP	EB09	21	688	125	--	--	--
	E23EB+45	59.0' RT	E26EB+15	59.0' RT	EB USH 12/18	EB10	--	--	--	263	--	--
	47TSW+82	17.0' LT	48TSW+75	15.0' LT	SOUTH TOWNE DR SW RAMP	EB11	--	--	--	--	--	--
	47TSW+82	26.0' RT	48TSW+75	24.0' RT	SOUTH TOWNE DR SW RAMP	EB12	--	--	--	--	--	--
	124MSW+07	8.0' RT	125MSW+41	8.0' RT	MONONA DRIVE SW RAMP	EB13	--	--	--	125	--	--
	E152EB+06	60.0' RT	E154EB+09	58.0' RT	EB USH 12/18	EB15	--	--	--	63	25	63
	E164EB+44	67.0' RT	E166EB+22	69.2' RT	EB USH 12/18	EB16	--	--	--	38	25	63
	E176EB+57	48.0' RT	E178EB+75	46.0' RT	EB USH 12/18	EB17	--	--	--	38	--	--
	190SSE+71	29.0' RT	193SSE+40	23.0' RT	STOUGHTON ROAD SE RAMP	EB18	--	--	--	175	--	--
	E206EB+36	48.0' RT	F50EB+62	46.0' RT	EB USH 12/18	EB19	--	--	--	150	50	--
	73HES+67	22.0' RT	78HES+38	23.0' RT	USH 12/18 EB TO IH 39 SB RAMP	EB22	--	--	--	100	50	75
	F88EB+04	12.0' LT	F90EB+72	10.0' LT	EB USH 12/18	EB23	--	--	--	175	--	--
	98HSE+13	4.0' RT	100HSE+56	7.7' RT	IH 39 SB TO USH 12/18 EB RAMP	EB24	--	--	--	150	--	--
	F98EB+50	8.0' LT	100HSE+56	7.7' LT	EB USH 12/18	EB25	--	--	--	113	--	--
	102HSE+92	10.0' RT	105HSE+82	8.0' RT	IH 39 SB TO USH 12/18 EB RAMP	EB26	--	--	--	200	--	--
	F102EB+91	7.90' LT	F105EB+96	28.5' LT	EB USH 12/18	EB27	--	--	--	200	--	--
	112HEN+22	14.0' RT	114HEN+37	12.0' RT	USH 12/18 EB TO IH 39 NB RAMP	EB28	--	--	--	125	--	--
	112HEN+21	34.0' LT	114HEN+21	32.0' LT	USH 12/18 EB TO IH 39 NB RAMP	EB29	--	--	--	100	--	--
	468FNW+47	14.0' LT	469FNW+88	16.5' LT	TODD DRIVE NW RAMP	WB01	--	--	--	50	38	--
	B548WB+12	58.0' LT	B550WB+45	58.0' LT	WB USH 12/18	WB02	--	--	--	--	--	--
	1066PSB+75	52.8' LT	1067PSB+91	46.9' LT	PARK STREET SB	WB03	--	--	--	63	--	--
	1067PSB+23	1.4' RT	1067PSB+48	1.2' RT	PARK STREET SB	WB04	--	--	--	--	--	--
	1066PNB+53	12.0' LT	1066PNB+78	12.0' LT	PARK STREET NB	WB05	--	--	--	--	--	--
	556PNE+37	6.0' RT	557PNE+30	8.0' RT	PARK STREET NE RAMP	WB06	--	--	--	--	--	--
	C598WB+57	48.0' LT	C599WB+50	50.0' LT	WB USH 12/18	WB07	--	--	--	--	--	--
	605RNE+36	8.0' LT	606RNE+92	11.3' LT	RIMROCK ROAD NE RAMP	WB08	--	--	--	63	--	--
	C611WB+47	58.0' LT	C614WB+52	60.0' LT	WB USH 12/18	WB09	--	--	--	250	--	--

CONTINUED ON NEXT SHEET

GUARDRAIL (CONTINUED)

CATEGORY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	LOCATION	IDENTIFICATION	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0515 GUARDRAIL STIFFENED LHW LF	614.2300 MGS GUARDRAIL 3 LF	614.2310 MGS GUARDRAIL 3 HS LF	614.2320 MGS GUARDRAIL 3 QS LF
STAGE 1												
0090	D617WB+99	46.0' LT	D619WB+55	46.0' LT	WB USH 12/18	WB10	--	--	--	150	--	--
	D621WB+28	46.3' LT	D624WB+39	54.2' LT	WB USH 12/18	WB11	--	--	--	225	--	--
	104JNE+36	20.0' LT	E629WB+70	60.0' LT	JOHN NOLEN NE RAMP	WB12	--	--	--	663	25	25
	E632WB+01	60.0' LT	E634WB+56	60.0' LT	WB USH 12/18	WB13	--	--	--	163	--	--
	39TNW+81	12.0' LT	41TNW+72	14.0' LT	SOUTH TOWNE DR NW RAMP	WB14	--	--	--	88	50	
	57TNE+72	5.0' LT	59TNE+77	7.0' LT	SOUTH TOWNE DR NE RAMP	WB15	--	--	--	113	--	--
	124MNW+04	10.0' LT	127MNW+25	12.0' LT	MONONA DRIVE NW RAMP	WB16	--	--	--	225	--	--
	136MNE+15	5.0' LT	H755WB+90	60.0' LT	MONONA DRIVE NE RAMP	WB20	--	--	--	675	--	--
	164SNW+25	8.0' LT	166SNW+30	10.0' LT	STOUGHTON ROAD NW RAMP	WB21	--	--	--	113	--	--
	J790WB+68	46.0' LT	J793WB+63	48.0' LT	WB USH 12/18	WB22	--	--	--	200	--	--
	191SNE+79	6.2' LT	J805WB+90	60.0' LT	WB USH 12/18	WB23	8	63	--	188	--	--
	K820WB+55	12.0' RT	K836WB+65	12.0' RT	WB USH 12/18	WB24	--	--	--	1,513	--	--
	K837WB+86	10.0' RT	K850WB+58	12.0' RT	WB USH 12/18	WB25	--	--	--	1,150	--	--
	77HSW+02	10.0' LT	80HSW+18	13.0' LT	IH 39 SB TO USH 12/18 WB RAMP	WB27	--	--	--	188	--	--
	K868WB+55	35.5' LT	K872WB+09	36.0' LT	WB USH 12/18	WB28	--	--	--	263	--	--
	K868WB+55	6.0' RT	K872WB+09	8.0' RT	WB USH 12/18	WB29	--	--	--	263	--	--
	K873WB+71	36.0' LT	K877WB+64	38.0' LT	WB USH 12/18	WB30	--	--	--	300	--	--
	K873WB+71	6.0' RT	K878WB+14	8.0' RT	WB USH 12/18	WB31	--	--	--	350	--	--
	K880WB+43	6.0' RT	K884WB+74	8.0' RT	WB USH 12/18	WB32	--	--	--	338	--	--
	K880WB+58	35.0' LT	K885WB+20	38.0' LT	WB USH 12/18	WB33	--	--	--	375	--	--
	K891WB+06	51.7' LT	K892WB+73	47.1' LT	USH 12/18 WB TO IH 39 NB RAMP	WB34	--	--	--	75	--	--
	K890WB+53	6.0' RT	K893WB+06	8.0' RT	WB USH 12/18	WB35	--	--	--	200	--	--
	102HNW+92	21.0' RT	105HNW+15	23.0' RT	IH 39 NB TO USH 12/18 WB RAMP	WB36	--	--	--	125	--	--
	102HNW+77	13.0' LT	104HNW+66	15.0' LT	IH 39 NB TO USH 12/18 WB RAMP	WB37	--	--	--	100	--	--
STAGE 1 SUBTOTAL							49	1,325	125	10,751	263	225
STAGE 2												
0090	F51EB+03	11.0' LT	F68EB+46	12.0' RT	EB USH 12/18	EB20	--	--	--	1,675	--	--
	F69EB+13	12.0' LT	F82EB+56	10.0' RT	EB USH 12/18	EB21	--	--	--	963	--	--
	K820WB+55	12.0' RT	K836WB+65	12.0' RT	WB USH 12/18	WB24	--	--	--	1,513	--	--
	K837WB+33	10.0' RT	K850WB+58	12.0' RT	WB USH 12/18	WB25	--	--	--	1,388	--	--
STAGE 2 SUBTOTAL							--	--	--	5,538	--	--
PROJECT 1206-04-62 TOTALS							49	1,325	125	16,289	263	225

CONTINUED ON NEXT SHEET

GUARDRAIL

CATEGORY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	LOCATION	IDENTIFICATION	614.2330 MGS GUARDRAIL 3 K LF	614.2340 MGS GUARDRAIL 3 L LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH	614.0805 CRASH CUSHIONS PERMANENT LOW MAINTENANCE EACH
STAGE 1												
0090	542PSW+54	8.5' LT	543PSW+43	3.8' LT	PARK STREET SW RAMP	EB01	--	--	39	1	--	--
	546PSW+94	23.0' RT	550PSW+25	59.0' RT	PARK STREET SW RAMP	EB02	--	--	39	1	--	--
	C593EB+08	49.5' RT	C594EB+00	47.5' RT	EB USH 12/18	EB03	--	--	39	1	--	--
	590RSW+88	26.3' RT	591RSW+80	31.5' RT	RIMROCK ROAD SW RAMP	EB04	--	--	39	1	--	--
	590RSW+88	14.1' LT	591RSW+80	15.5' LT	RIMROCK ROAD SW RAMP	EB05	--	--	39	1	--	--
	C613EB+21	58.0' RT	D619EB+55	58.0' RT	EB USH 12/18	EB06	--	--	--	--	--	--
	11JSE+26	26.0' LT	12JSE+01	21.0' LT	JOHN NOLEN SE RAMP	EB07	--	--	39	1	--	--
	7JSE+22	8.80' RT	8JSE+65	7.0' RT	JOHN NOLEN SE RAMP	EB08	--	--	48	--	--	--
	22JSW+82	8.0' RT	31JSW+14	10.7' RT	JOHN NOLEN SW RAMP	EB09	--	--	--	--	--	--
	E23EB+45	59.0' RT	E26EB+15	59.0' RT	EB USH 12/18	EB10	--	--	8	--	1	--
	47TSW+82	17.0' LT	48TSW+75	15.0' LT	SOUTH TOWNE DR SW RAMP	EB11	--	--	39	1	--	--
	47TSW+82	26.0' RT	48TSW+75	24.0' RT	SOUTH TOWNE DR SW RAMP	EB12	--	--	39	1	--	--
	124MSW+07	8.0' RT	125MSW+41	8.0' RT	MONONA DRIVE SW RAMP	EB13	--	--	8	--	1	--
	E152EB+06	60.0' RT	E154EB+09	58.0' RT	EB USH 12/18	EB15	--	--	--	1	1	--
	E164EB+44	67.0' RT	E166EB+22	69.2' RT	EB USH 12/18	EB16	--	--	--	1	1	--
	E176EB+57	48.0' RT	E178EB+75	46.0' RT	EB USH 12/18	EB17	--	--	39	1	--	--
	190SSE+71	29.0' RT	193SSE+40	23.0' RT	STOUGHTON ROAD SE RAMP	EB18	--	--	39	1	--	--
	E206EB+36	48.0' RT	F50EB+62	46.0' RT	EB USH 12/18	EB19	--	--	--	1	1	--
	73HES+67	22.0' RT	78HES+38	23.0' RT	USH 12/18 EB TO IH 39 SB RAMP	EB22	--	113	48	1	1	--
	F88EB+04	12.0' LT	F90EB+72	10.0' LT	EB USH 12/18	EB23	--	--	39	1	--	--
	98HSE+13	4.0' RT	100HSE+56	7.7' RT	IH 39 SB TO USH 12/18 EB RAMP	EB24	--	--	39	1	--	--
	F98EB+50	8.0' LT	100HSE+56	7.7' LT	EB USH 12/18	EB25	--	--	39	1	--	--
	102HSE+92	10.0' RT	105HSE+82	8.0' RT	IH 39 SB TO USH 12/18 EB RAMP	EB26	--	--	39	1	--	--
	F102EB+91	7.90' LT	F105EB+96	28.5' LT	EB USH 12/18	EB27	--	--	39	1	--	--
	112HEN+22	14.0' RT	114HEN+37	12.0' RT	USH 12/18 EB TO IH 39 NB RAMP	EB28	--	--	39	1	--	--
	112HEN+21	34.0' LT	114HEN+21	32.0' LT	USH 12/18 EB TO IH 39 NB RAMP	EB29	--	--	39	1	--	--
	468FNW+47	14.0' LT	469FNW+88	16.5' LT	TODD DRIVE NW RAMP	WB01	--	--	--	1	1	--
	B548WB+12	58.0' LT	B550WB+45	58.0' LT	WB USH 12/18	WB02	225	--	8	--	1	--
	1066PSB+75	52.8' LT	1067PSB+91	46.9' LT	PARK STREET SB	WB03	--	--	--	1	1	--
	1067PSB+23	1.4' RT	1067PSB+48	1.2' RT	PARK STREET SB	WB04	--	--	--	--	--	1
	1066PNB+53	12.0' LT	1066PNB+78	12.0' LT	PARK STREET NB	WB05	--	--	--	--	--	1
	556PNE+37	6.0' RT	557PNE+30	8.0' RT	PARK STREET NE RAMP	WB06	--	--	39	1	--	--
	C598WB+57	48.0' LT	C599WB+50	50.0' LT	WB USH 12/18	WB07	--	--	39	1	--	--
	605RNE+36	8.0' LT	606RNE+92	11.3' LT	RIMROCK ROAD NE RAMP	WB08	--	--	39	1	--	--
	C611WB+47	58.0' LT	C614WB+52	60.0' LT	WB USH 12/18	WB09	--	--	--	1	1	--

CONTINUED ON NEXT SHEET

GUARDRAIL (CONTINUED)

CATEGORY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	LOCATION	IDENTIFICATION	614.2330 MGS GUARDRAIL 3 K LF	614.2340 MGS GUARDRAIL 3 L LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH	614.0805 CRASH CUSHIONS PERMANENT LOW MAINTENANCE EACH
STAGE 1												
0090	D617WB+99	46.0' LT	D619WB+55	46.0' LT	WB USH 12/18	WB10	--	--	8	--	1	--
	D621WB+28	46.3' LT	D624WB+39	54.2' LT	WB USH 12/18	WB11	--	--	39	1	--	--
	104JNE+36	20.0' LT	E629WB+70	60.0' LT	JOHN NOLEN NE RAMP	WB12	--	--	8	--	1	--
	E632WB+01	60.0' LT	E634WB+56	60.0' LT	WB USH 12/18	WB13	--	--	39	1	--	--
	39TNW+81	12.0' LT	41TNW+72	14.0' LT	SOUTH TOWNE DR NW RAMP	WB14	--	--	--	1	1	--
	57TNE+72	5.0' LT	59TNE+77	7.0' LT	SOUTH TOWNE DR NE RAMP	WB15	--	--	39	1	--	--
	124MNW+04	10.0' LT	127MNW+25	12.0' LT	MONONA DRIVE NW RAMP	WB16	--	--	39	1	--	--
	136MNE+15	5.0' LT	H755WB+90	60.0' LT	MONONA DRIVE NE RAMP	WB20	175	--	48	1	1	--
	164SNW+25	8.0' LT	166SNW+30	10.0' LT	STOUGHTON ROAD NW RAMP	WB21	--	--	39	1	--	--
	J790WB+68	46.0' LT	J793WB+63	48.0' LT	WB USH 12/18	WB22	--	--	39	1	--	--
	191SNE+79	6.2' LT	J805WB+90	60.0' LT	WB USH 12/18	WB23	--	--	39	1	--	--
	K820WB+55	12.0' RT	K836WB+65	12.0' RT	WB USH 12/18	WB24	--	--	39	1	--	--
	K837WB+86	10.0' RT	K850WB+58	12.0' RT	WB USH 12/18	WB25	--	--	48	1	--	--
	77HSW+02	10.0' LT	80HSW+18	13.0' LT	IH 39 SB TO USH 12/18 WB RAMP	WB27	--	--	48	1	1	--
	K868WB+55	35.5' LT	K872WB+09	36.0' LT	WB USH 12/18	WB28	--	--	39	1	--	--
	K868WB+55	6.0' RT	K872WB+09	8.0' RT	WB USH 12/18	WB29	--	--	39	1	--	--
	K873WB+71	36.0' LT	K877WB+64	38.0' LT	WB USH 12/18	WB30	--	--	39	1	--	--
	K873WB+71	6.0' RT	K878WB+14	8.0' RT	WB USH 12/18	WB31	--	--	39	1	--	--
	K880WB+43	6.0' RT	K884WB+74	8.0' RT	WB USH 12/18	WB32	--	--	39	1	--	--
	K880WB+58	35.0' LT	K885WB+20	38.0' LT	WB USH 12/18	WB33	--	--	39	1	--	--
	K891WB+06	51.7' LT	K892WB+73	47.1' LT	USH 12/18 WB TO IH 39 NB RAMP	WB34	--	--	39	1	--	--
	K890WB+53	6.0' RT	K893WB+06	8.0' RT	WB USH 12/18	WB35	--	--	--	1	1	--
	102HNW+92	21.0' RT	105HNW+15	23.0' RT	IH 39 NB TO USH 12/18 WB RAMP	WB36	--	--	39	1	--	--
	102HNW+77	13.0' LT	104HNW+66	15.0' LT	IH 39 NB TO USH 12/18 WB RAMP	WB37	--	--	39	1	--	--
STAGE 1 SUBTOTAL							400	113	1,736	49	16	2
STAGE 2												
0090	F51EB+03	11.0' LT	F68EB+46	12.0' RT	EB USH 12/18	EB20	--	--	8	1	--	--
	F69EB+13	12.0' LT	F82EB+56	10.0' RT	EB USH 12/18	EB21	--	113	48	1	1	--
	K820WB+55	12.0' RT	K836WB+65	12.0' RT	WB USH 12/18	WB24	--	--	39	1	--	--
	K837WB+33	10.0' RT	K850WB+58	12.0' RT	WB USH 12/18	WB25	--	113	48	2	--	--
STAGE 2 SUBTOTAL							--	225	143	5	1	--
PROJECT 1206-04-62 TOTALS							400	338	1,879	54	17	2

* AVERAGE DEPTH OF 5.0-INCHES REQUIRED FOR TOPSOIL PLACEMENT

CONTINUED ON NEXT SHEET

EROSION CONTROL

CATEGORY	ROADWAY	DIRECTION	FROM	TO	625.0100 TOPSOIL* SY	627.0200 MULCHING SY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7570 ROCK BAGS EACH	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	USH 12/18	WB	FISH HATCHERY RD.	PARK ST.	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	WB	PARK ST.	RAILROAD	351	37	126	377	377	314	--	--	0.33	9.6	14.3	--	--
	USH 12/18	WB	RAILROAD	RIMROCK RD.	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	WB	RIMROCK RD.	JOHN NOLEN DR.	290	--	182	546	546	290	--	--	0.34	9.7	14.5	--	--
	USH 12/18	WB	JOHN NOLEN DR.	RAILROAD	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	WB	RAILROAD	SOUTH TOWNE DR.	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	WB	SOUTH TOWNE DR.	MONONA DR.	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	WB	MONONA DR.	STOUGHTON RD.	454	183	150	449	449	271	--	--	0.41	11.7	17.6	--	--
	USH 12/18	WB	STOUGHTON RD.	AGRICULTURE DR.	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	WB	AGRICULTURE DR.	IH-39	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	WB	IH-39	EAST PROJECT LIMITS	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	EB	1350' EAST OF TODD DR.	670' WEST OF TODD DR.	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	EB	FISH HATCHERY RD.	PARK ST.	436	--	498	1,494	1,494	436	--	--	0.58	16.7	25.0	--	--
	USH 12/18	EB	PARK ST.	RAILROAD	990	190	160	481	481	800	50	--	0.83	23.7	35.6	--	--
	USH 12/18	EB	RAILROAD	RIMROCK RD.	308	31	197	590	590	277	--	1	0.40	11.5	17.2	--	--
	USH 12/18	EB	RIMROCK RD.	JOHN NOLEN DR.	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	EB	JOHN NOLEN DR.	RAILROAD	27	--	14	43	43	27	--	--	0.02	0.6	0.9	--	--
	USH 12/18	EB	RAILROAD	SOUTH TOWNE DR.	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	EB	SOUTH TOWNE DR.	MONONA DR.	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	EB	MONONA DR.	STOUGHTON RD.	404	--	308	924	924	404	--	--	0.47	13.5	20.3	--	--
	USH 12/18	EB	STOUGHTON RD.	AGRICULTURE DR.	269	61	98	294	294	208	--	--	0.25	7.1	10.7	--	--
	USH 12/18	EB	AGRICULTURE DR.	IH-39	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	EB	IH-39	EAST PROJECT LIMITS	--	--	--	--	--	--	--	--	--	--	--	--	--
	USH 12/18	EB/WB	CULVERT WORK AREAS		224	--	--	--	--	224	--	--	0.14	4.0	6.0	--	--
	USH 12/18		UNDISTRIBUTED QUANTITY		938	126	433	1,300	1,300	813	13		0.95	27.0	40.6	8	3
CATEGORY 0010 TOTALS					4,692	628	2,166	6,498	6,498	4,065	63	2	5	136	203	8	3
0090	USH 12/18	WB	WB01	-	124	--	--	--	--	124	--	--	0.08	2.2	3.4	--	--
	USH 12/18	WB	WB02		155	--	84	253	253	155	--	--	0.14	4.0	6.0	--	--
	USH 12/18	WB	WB03		284	74	52	156	156	210	--	--	0.22	6.4	9.6	--	--
	USH 12/18	WB	WB06		172	8	62	187	187	164	--	--	0.14	4.0	6.0	--	--
	USH 12/18	WB	WB07		92	--	50	150	150	92	--	--	0.10	2.8	4.2	--	--
	USH 12/18	WB	WB08		107	--	84	251	251	107	--	--	0.14	4.0	6.0	--	--
	USH 12/18	WB	WB09		667	78	129	386	386	589	--	--	0.53	15.1	22.7	--	--
	USH 12/18	WB	WB10		574	127	63	190	190	447	--	--	0.39	11.2	16.8	--	--
	USH 12/18	WB	WB11		804	37	112	335	335	767	--	--	0.56	16.0	24.0	--	--
	USH 12/18	WB	WB12		184	--	245	736	736	184	--	--	0.28	7.9	11.9	--	--
	USH 12/18	WB	WB13		199	--	103	309	309	199	--	--	0.13	3.6	5.4	--	--
	USH 12/18	WB	WB14		172	--	--	--	--	172	--	--	0.11	3.1	4.6	--	--
	USH 12/18	WB	WB15		219	--	79	237	237	219	--	--	0.14	3.9	5.9	--	--
	USH 12/18	WB	WB16		375	109	116	348	348	266	--	--	0.33	9.5	14.3	--	--
	USH 12/18	WB	WB20		612	53	347	1,041	1,041	558	--	--	0.66	18.9	28.4	--	--
	USH 12/18	WB	WB21		706	--	121	363	363	706	--	--	0.55	15.6	23.4	--	--
	USH 12/18	WB	WB22		259	41	112	336	336	218	--	--	0.26	7.3	11.0	--	--
	USH 12/18	WB	WB23		227	12	154	462	462	215	--	--	0.24	6.8	10.1	--	--
	USH 12/18	WB	WB24		1,248	--	--	--	--	1,248	70	--	0.79	22.5	33.7	--	--
	USH 12/18	WB	WB25		1,490	--	--	--	--	1,490	50	--	0.94	26.8	40.2	--	--

EROSION CONTROL (CONTINUED)

CATEGORY	ROADWAY	DIRECTION	FROM	TO	625.0100 TOPSOIL* SY	627.0200 MULCHING SY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7570 ROCK BAGS EACH	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0090	USH 12/18	WB	WB27		282	9	127	381	381	272	--	--	0.25	7.1	10.7	--	--
	USH 12/18	WB	WB28		338	30	102	305	305	308	--	1	0.31	8.9	13.3	--	--
	USH 12/18	WB	WB29		200	--	114	341	341	200	--	--	0.23	6.6	9.9	--	--
	USH 12/18	WB	WB30		563	67	151	452	452	496	--	1	0.49	13.9	20.8	--	--
	USH 12/18	WB	WB31		161	19	152	457	457	142	--	--	0.24	6.8	10.3	--	--
	USH 12/18	WB	WB32		156	9	170	510	510	147	--	--	0.23	6.6	9.9	--	--
	USH 12/18	WB	WB33		527	53	168	503	503	474	--	--	0.44	12.7	19.1	--	--
	USH 12/18	WB	WB34		89	--	91	273	273	89	--	--	0.13	3.8	5.8	--	--
	USH 12/18	WB	WB35		141	1	103	308	308	140	--	--	0.20	5.7	8.6	--	--
	USH 12/18	WB	WB36		206	--	86	258	258	206	--	--	0.22	6.2	9.4	--	--
	USH 12/18	WB	WB37		217	--	99	296	296	217	--	1	0.21	6.0	8.9	--	--
	USH 12/18	EB	EB01		141	8	51	154	154	133	--	--	0.11	3.1	4.6	--	--
	USH 12/18	EB	EB02		883	--	106	317	317	883	--	--	0.55	15.9	23.8	--	--
	USH 12/18	EB	EB03		108	6	54	161	161	102	--	--	0.11	3.2	4.8	--	--
	USH 12/18	EB	EB04		414	--	71	214	214	414	--	--	0.32	9.1	13.7	--	--
	USH 12/18	EB	EB05		26	--	57	172	172	26	--	--	0.06	1.8	2.7	--	--
	USH 12/18	EB	EB06		887	--	203	609	609	887	--	--	0.66	18.8	28.3	--	--
	USH 12/18	EB	EB07		290	118	60	180	180	172	--	--	0.20	5.8	8.7	--	--
	USH 12/18	EB	EB08		123	--	53	160	160	123	--	--	0.08	2.2	3.3	--	--
	USH 12/18	EB	EB09		2,464	--	295	884	884	2,464	--	--	1.70	48.5	72.7	--	--
	USH 12/18	EB	EB10		310	--	93	280	280	310	--	--	0.20	5.6	8.4	--	--
	USH 12/18	EB	EB11		104	--	36	108	108	104	--	--	0.07	1.9	2.8	--	--
	USH 12/18	EB	EB12		116	3	--	--	--	114	--	--	0.07	2.1	3.1	--	--
	USH 12/18	EB	EB13		126	--	46	138	138	126	--	--	0.08	2.3	3.4	--	--
	USH 12/18	EB	EB15		333	3	86	259	259	330	--	--	0.28	8.0	12.0	--	--
	USH 12/18	EB	EB16		99	--	76	227	227	99	--	--	0.13	3.6	5.4	--	--
	USH 12/18	EB	EB17		247	28	95	286	286	219	--	--	0.23	6.5	9.8	--	--
	USH 12/18	EB	EB18		295	1	139	416	416	294	--	--	0.30	8.6	13.0	--	--
	USH 12/18	EB	EB19		55	--	99	296	296	55	--	--	0.12	3.4	5.1	--	--
	USH 12/18	EB	EB20		1,248	--	--	--	--	1,248	70	--	0.79	22.5	33.7	--	--
	USH 12/18	EB	EB21		1,490	--	--	--	--	1,490	50	--	0.94	26.8	40.2	--	--
	USH 12/18	EB	EB22		179	--	149	447	447	179	--	--	0.25	7.1	10.6	--	--
	USH 12/18	EB	EB23		683	181	139	418	418	503	--	1	0.54	15.5	23.2	--	--
	USH 12/18	EB	EB24		228	62	100	301	301	166	--	--	0.24	6.9	10.4	--	--
	USH 12/18	EB	EB25		100	--	88	264	264	100	--	--	0.12	3.4	5.1	--	--
	USH 12/18	EB	EB26		--	--	94	281	281	--	--	--	0.05	1.4	2.2	--	--
	USH 12/18	EB	EB27		144	--	107	321	321	144	--	--	0.18	5.1	7.6	--	--
	USH 12/18	EB	EB28		520	--	95	285	285	520	--	--	0.37	10.7	16.0	--	--
	USH 12/18	EB	EB29		571	--	84	253	253	571	--	--	0.43	12.3	18.4	--	--
	USH 12/18	EB/WB	UNDISTRIBUTED QUANTITY		5934	284	1438	4314	4314	5650	60	1	4.71	134.5	201.8	8	3
CATEGORY 0090 TOTALS					29,671	1,421	7,190	21,569	21,569	28,250	300	5	24	673	1,009	8	3
PROJECT 1206-04-62 TOTALS					34,363	2,049	9,356	28,067	28,067	32,315	363	7	29	809	1,212	16	6

* AVERAGE DEPTH OF 5.0-INCHES REQUIRED FOR TOPSOIL PLACEMENT

INLET PROTECTION

CATEGORY	ROADWAY	DIRECTION	FROM	TO	628.7020 INLET PROTECTION TYPE D EACH	COMMENTS
STAGE 1						
0010	USH 12/18	WB	675' EAST OF TODD DR.	1475' WEST OF TODD DR.	2	TODD DR.
	USH 12/18	WB	FISH HATCHERY RD.	PARK ST.	10	FISH HATCHERY RD. TO PARK ST.
	USH 12/18	WB	PARK ST.	RAILROAD	6	PARK STREET TO RAILROAD
	USH 12/18	WB	RAILROAD	RIMROCK RD.	6	RAILROAD TO RIMROCK RD.
	USH 12/18	WB	RIMROCK RD.	JOHN NOLEN DR.	4	RIMROCK RD. TO JOHN NOLEN DR.
	USH 12/18	WB	JOHN NOLEN DR.	RAILROAD	--	JOHN NOLEN DR. TO RAILROAD
	USH 12/18	WB	RAILROAD	SOUTH TOWNE DR.	13	RAILROAD TO SOUTH TOWNE DR.
	USH 12/18	WB	SOUTH TOWNE DR.	MONONA DR.	23	SOUTH TOWNE DR. TO MONONA DR.
	USH 12/18	WB	MONONA DR.	STOUGHTON RD.	8	MONONA DR. TO STOUGHTON RD.
	USH 12/18	WB	STOUGHTON RD.	AGRICULTURE DR.	8	STOUGHTON RD. TO AGRICULTURE DR.
	USH 12/18	WB	AGRICULTURE DR.	IH-39	--	AGRICULTURE DR. TO IH-39
	USH 12/18	WB	IH-39	EAST PROJECT LIMITS	4	IH-39 TO EAST PROJECT LIMITS
	USH 12/18	EB	1350' EAST OF TODD DR.	670' WEST OF TODD DR.	--	TODD DR.
	USH 12/18	EB	FISH HATCHERY RD.	PARK ST.	16	FISH HATCHERY RD. TO PARK ST.
	USH 12/18	EB	PARK ST.	RAILROAD	4	PARK STREET TO RAILROAD
	USH 12/18	EB	RAILROAD	RIMROCK RD.	10	RAILROAD TO RIMROCK RD.
	USH 12/18	EB	RIMROCK RD.	JOHN NOLEN DR.	7	RIMROCK RD. TO JOHN NOLEN DR.
	USH 12/18	EB	JOHN NOLEN DR.	RAILROAD	2	JOHN NOLEN DR. TO RAILROAD
	USH 12/18	EB	RAILROAD	SOUTH TOWNE DR.	16	RAILROAD TO SOUTH TOWNE DR.
	USH 12/18	EB	SOUTH TOWNE DR.	MONONA DR.	29	SOUTH TOWNE DR. TO MONONA DR.
	USH 12/18	EB	MONONA DR.	STOUGHTON RD.	10	MONONA DR. TO STOUGHTON RD.
	USH 12/18	EB	STOUGHTON RD.	AGRICULTURE DR.	6	STOUGHTON RD. TO AGRICULTURE DR.
	USH 12/18	EB	AGRICULTURE DR.	IH-39	2	AGRICULTURE DR. TO IH-39
	USH 12/18	EB	IH-39	EAST PROJECT LIMITS	1	IH-39 TO EAST PROJECT LIMITS
	PARK ST	NB/SB	USH 12/18	BADGER RD	2	PARK STREET
	USH 12/18		UNDISTRIBUTED QUANTITY		48	
PROJECT 1206-04-62 TOTALS					237	

*NOTE: RAMPS ARE INCLUDED IN MAINILINE SEGMENTS

SIGNING TYPE II

CATEGORY	SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H INCHES	634.0616 POSTS WOOD 4x6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH X 18-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
0010	1-1	W4-1R	MERGING TRAFFIC SYMBOL	48 X 48	--	2	--	16	1	2	
	1-2	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	1-3	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	2-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	2-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	2-3	W4-1R	MERGING TRAFFIC SYMBOL	48 X 48	--	2	--	16	1	2	
	2-4	W4-3R	RAMP MERGE	48 X 48	--	2	--	16	1	2	
	3-1	W4-3R	RAMP MERGE	48 X 48	--	2	--	16	1	--	
	3-2	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	3-3	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	3-4	W4-3R	RAMP MERGE	48 X 48	--	2	--	16	1	2	
	3-5	W4-1R	MERGING TRAFFIC SYMBOL	48 X 48	--	2	--	16	1	1	
	3-6	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	3-7	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	4-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	4-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	5-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	5-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	6-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	6-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	6-3	W4-3R	RAMP MERGE	48 X 48	--	2	--	16	1	2	
	6-4	W4-3R	RAMP MERGE	48 X 48	--	2	--	16	1	2	
	6-5	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	6-6	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	7-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	7-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	7-3	W4-3R	RAMP MERGE	48 X 48	--	2	--	16	1	1	
	8-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	8-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	9-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	9-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	9-3	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	9-4	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	10-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	10-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	10-3	W4-3R	RAMP MERGE	48 X 48	--	2	--	16	1	1	
	11-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	11-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	11-3	W4-1R	MERGING TRAFFIC SYMBOL	48 X 48	--	2	--	16	1	1	
	11-4	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	11-5	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	12-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	12-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	13-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	13-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN

CONTINUED ON NEXT SHEET

Addendum No. 2
ID 1206-04-62
Revised Sheet 350
March 6, 2014

SIGNING TYPE II (CONTINUED)

CATEGORY	SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H INCHES	634.0616 POSTS WOOD 4x6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH X 18-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
0010	14-1	W8-64	BRIDGE MAY BE ICY	48 X 48	--	2	--	16	1	1	
	14-2	W8-64	BRIDGE MAY BE ICY	48 X 48	--	--	--	16	1	--	BAND TO POLE
	14-3	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	BAND TO POLE
	14-4	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	BAND TO POLE
	14-5	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	14-6	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	15-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	BAND TO POLE
	15-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	BAND TO POLE
	16-1	W8-64	BRIDGE MAY BE ICY	48 X 48	--	--	--	16	1	--	BAND TO POLE
	16-2	W8-64	BRIDGE MAY BE ICY	48 X 48	--	2	--	16	1	1	
	16-3	W4-1R	MERGING TRAFFIC SYMBOL	48 X 48	--	2	--	16	1	2	
	16-4	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	16-5	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	17-1	W4-3R	RAMP MERGE	48 X 48	--	2	--	16	1	1	
	17-2	D10-5	EAST MILE MARKER	21 X 60	--		8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	17-3	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	17-4	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	17-5	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	18-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	18-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	19-1	W4-3R	RAMP MERGE	48 X 48	--	--	--	16	1	2	
	19-2	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	19-3	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	20-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	20-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	20-3	W4-1R	MERGING TRAFFIC SYMBOL	48 X 48	--	--	--	16	1	2	
	20-4	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	20-5	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	21-1	D10-5	EAST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	21-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	MOUNT TO BARRIER WALL. EXISTING BRACKETS TO REMAIN
	22-1	D10-5	EAST MILE MARKER	21 X 60	1	--	8.75	--	1	1	
	22-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	
	23-1	D10-5	EAST MILE MARKER	21 X 60	1	--	8.75	--	1	1	
	23-2	D10-5	WEST MILE MARKER	21 X 60	--	--	8.75	--	1	--	
PROJECT 1206-04-62 TOTALS					2	30	**525**	**304**	79	27	

Addendum No. 2
ID 1206-04-62
Revised Sheet 351
March 6, 2014

PROPOSED PAVEMENT MARKINGS

					646.0106				646.0126	
					PAVEMENT MARKING EPOXY 4-INCH				PAVEMENT MARKING EPOXY 8-INCH	
					SOLID (WHITE)	3-FT SKIP (WHITE)	12.5 FT SKIP (WHITE)	SOLID (YELLOW)	SOLID (WHITE)	(3-FT SKIP, WHITE)
CATEGORY	ROADWAY	DIRECTION	FROM	TO	LF	LF	LF	LF	LF	LF
0010	USH 12/18	WB	675' EAST OF TODD DR.	1475' WEST OF TODD DR.	--	--	--	--	--	--
	USH 12/18	WB	FISH HATCHERY RD.	PARK ST.	3,389	112	309	3,622	--	434
	USH 12/18	WB	PARK ST.	RAILROAD	1,301	--	318	1,266	--	--
	USH 12/18	WB	RAILROAD	RIMROCK RD.	3,216	--	244	3,215	--	491
	USH 12/18	WB	RIMROCK RD.	JOHN NOLEN DR.	2,341	--	350	2,371	--	160
	USH 12/18	WB	JOHN NOLEN DR.	RAILROAD	1,064	--	161	1,114	--	36
	USH 12/18	WB	RAILROAD	SOUTH TOWNE DR.	3,203	--	313	3,147	--	486
	USH 12/18	WB	SOUTH TOWNE DR.	MONONA DR.	5,973	48	1,512	6,051	--	--
	USH 12/18	WB	MONONA DR.	STOUGHTON RD.	4,602	--	636	4,623	--	440
	USH 12/18	WB	STOUGHTON RD.	AGRICULTURE DR.	4,186	--	308	4,168	--	649
	USH 12/18	WB	AGRICULTURE DR.	IH-39	2,681	--	775	2,262	--	--
	USH 12/18	EB	1350' EAST OF TODD DR.	670' WEST OF TODD DR.	--	--	--	--	--	--
	USH 12/18	EB	FISH HATCHERY RD.	PARK ST.	3,401	45	514	3,630	--	279
	USH 12/18	EB	PARK ST.	RAILROAD	1,709	131	--	1,259	--	182
	USH 12/18	EB	RAILROAD	RIMROCK RD.	3,150	--	245	3,208	--	462
	USH 12/18	EB	RIMROCK RD.	JOHN NOLEN DR.	2,398	--	163	2,384	--	421
	USH 12/18	EB	JOHN NOLEN DR.	RAILROAD	993	--	172	1,133	--	62
	USH 12/18	EB	RAILROAD	SOUTH TOWNE DR.	3,061	--	318	3,120	816	352
	USH 12/18	EB	SOUTH TOWNE DR.	MONONA DR.	6,291	162	1,514	6,054	--	--
	USH 12/18	EB	MONONA DR.	STOUGHTON RD.	4,643	--	617	4,633	834	443
	USH 12/18	EB	STOUGHTON RD.	AGRICULTURE DR.	4,132	--	1,036	4,153	--	--
	USH 12/18	EB	AGRICULTURE DR.	IH-39	1,618	139	378	1,679	--	--
SUBTOTALS					63,351	637	9,880	63,091	1,651	4,897
PROJECT 1206-04-62 TOTALS							136,959			6,548

CONTINUED ON NEXT SHEET

3

PROPOSED PAVEMENT MARKINGS (CONTINUED)

CATEGORY	ROADWAY	DIRECTION	FROM	TO	646.0406 PAVEMENT MARKING SAME DAY EPOXY 4-INCH 12.5 FT SKIP (WHITE) LF	646.0841.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRACT TAPE 4-INCH (WHITE) LF	646.0843.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRACT TAPE 8-INCH (WHITE) LF	647.0746 PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE) LF
0010	USH 12/18	WB	675' EAST OF TODD DR.	1475' WEST OF TODD DR.	--	--	--	--
	USH 12/18	WB	FISH HATCHERY RD.	PARK ST.	1,500	25	1,275	249
	USH 12/18	WB	PARK ST.	RAILROAD	318	25	1,581	265
	USH 12/18	WB	RAILROAD	RIMROCK RD.	1,366	20	1,376	--
	USH 12/18	WB	RIMROCK RD.	JOHN NOLEN DR.	831	28	1,206	192
	USH 12/18	WB	JOHN NOLEN DR.	RAILROAD	388	13	821	143
	USH 12/18	WB	RAILROAD	SOUTH TOWNE DR.	1,272	25	655	--
	USH 12/18	WB	SOUTH TOWNE DR.	MONONA DR.	1,512	121	1,650	171
	USH 12/18	WB	MONONA DR.	STOUGHTON RD.	1,672	51	2,201	290
	USH 12/18	WB	STOUGHTON RD.	AGRICULTURE DR.	1,819	25	1,291	252
	USH 12/18	WB	AGRICULTURE DR.	IH-39	796	62	534	--
	USH 12/18	EB	1350' EAST OF TODD DR.	670' WEST OF TODD DR.	--	--	--	--
	USH 12/18	EB	FISH HATCHERY RD.	PARK ST.	1,304	41	2,170	95
	USH 12/18	EB	PARK ST.	RAILROAD	627	--	850	--
	USH 12/18	EB	RAILROAD	RIMROCK RD.	1,357	20	1,300	170
	USH 12/18	EB	RIMROCK RD.	JOHN NOLEN DR.	1,034	13	534	--
	USH 12/18	EB	JOHN NOLEN DR.	RAILROAD	403	14	1,039	64
	USH 12/18	EB	RAILROAD	SOUTH TOWNE DR.	1,232	25	834	181
	USH 12/18	EB	SOUTH TOWNE DR.	MONONA DR.	1,514	121	1,351	107
	USH 12/18	EB	MONONA DR.	STOUGHTON RD.	1,703	49	1,398	--
	USH 12/18	EB	STOUGHTON RD.	AGRICULTURE DR.	1,036	83	1,105	--
	USH 12/18	EB	AGRICULTURE DR.	IH-39	378	30	625	166
SUBTOTALS					22,059	791	23,796	2,345
PROJECT 1206-04-62 TOTALS					22,059	791	23,796	2,345

TEMPORARY PAVEMENT MARKINGS

CATEGORY	ROADWAY	646.0600 REMOVING PAVEMENT MARKINGS LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH SOLID (WHITE) LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH 12.5' SKIP (WHITE) LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH 3' SKIP (WHITE) LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH SOLID (YELLOW) LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW) LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (BLACK) LF	649.0701 TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE) LF
0010										
USH 12 AT TODD DR. CONSTRUCITON										
REMOVE EXISTING MARKINGS	WB/EB USH 12	5,773	--	--	--	--	--	--	--	--
STAGE 1	WB/EB USH 12		7,005	--	--	2,335	4,940	1,400	--	--
STAGE 2	WB/EB USH 12	4,568	4,670	--	--	--	2,760	--	--	--
STAGE 3	WB/EB USH 12	2,484	--	--	--	--	2,760	--	--	--
REMOVE TEMPORARY MARKINGS	WB/EB USH 12	21,711	--	--	--	--	--	--	--	--
TODD DRIVE SEGMENT SUBTOTALS		34,536	11,675	--	--	2,335	10,460	1,400	--	--
USH 12 AT PARK ST. CONSTRUCTION										
REMOVE EXISTING MARKINGS	WB/EB USH 12	21,397	--	--	--	--	--	--	--	--
STAGE 2	WB/EB USH 12	--	12,643	1,869	726	--	8,344	1,048	415	1,805
STAGE 3	WB/EB USH 12	7,128	6,295	--	387	2,128	3,821	--	62	1,040
STAGE 4	WB/EB USH 12	26,276	11,451	1,549	671	--	7,068	100	355	--
STAGE 5	WB/EB USH 12	6,330	4,146	--	416	--	4,003	--	67	410
REMOVE MAINLINE TEMPORARY MARKINGS	WB/EB USH 12	38,573	--	--	--	--	--	--	--	--
PARK STREET MEDIAN	PARK ST	1,103	--	--	--	--	508	394	--	--
SB PARK ST TO WB USH 12 DETOUR		--	--	--	--	--	--	--	--	--
NB USH 12 TO WB USH 12 DETOUR		--	--	--	--	--	--	158	--	--
PARK STREET SEGMENT SUBTOTALS		100,807	34,535	3,418	2,200	2,128	23,744	1,700	899	3,255
USH 12 AT JOHN NOLEN DR. CONSTRUCTION										
REMOVE EXISTING MARKINGS	WB/EB USH 12	24,563	--	--	--	--	--	--	--	--
STAGE 1	WB/EB USH 12	--	8,290	2,306	930	7,012	7,460	1,757	518	1,380
STAGE 2	WB/EB USH 12	13,974	10,850	1,045	36	5,388	6,022	1,754	173	620
STAGE 3	WB/EB USH 12	23,531	9,098	2,748	619	2,197	2,461	352	539	2,360
REMOVE TEMPORARY MARKINGS	WB/EB USH 12	30,301	--	--	--	--	--	--	--	--
JOHN NOLEN DRIVE SEGMENT SUBTOTALS		92,369	28,238	6,099	1,585	14,597	15,943	3,863	1,230	4,360

CONTINUED ON NEXT SHEET

3

TEMPORARY PAVEMENT MARKINGS (CONTINUED)

		646.0600	649.0100				649.0400			649.0701
		REMOVING PAVEMENT MARKINGS	TEMPORARY PAVEMENT MARKING 4-INCH				TEMPORARY PAVEMENT MARKING REMOVABLE TAPE			TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
CATEGORY	ROADWAY	LF	SOLID (WHITE) LF	12.5' SKIP (WHITE) LF	3' SKIP (WHITE) LF	SOLID (YELLOW) LF	4-INCH (WHITE) LF	4-INCH (YELLOW) LF	4-INCH (BLACK) LF	LF
0010										
IH 39-90 AT WB USH 12 CONSTRUCTION										
REMOVE EXISTING MARKINGS	WB/EB USH 12	2,727	--	--	--	--	--	--	--	--
STAGE 1	WB/EB USH 12	--	2,433	411	--	693	4,007	450	66	--
STAGE 1 NIGHT	WB/EB USH 12	--	--	--	--	--	--	1,650	--	--
STAGE 2	WB/EB USH 12	1,894	1,534	--	--	1,534	590	590	--	--
STAGE 3	WB/EB USH 12	1,289	1,534	--	--	--	1,652	--	--	--
REMOVE TEMPORARY MARKINGS	WB/EB USH 12	12,662	--	--	--	--	--	--	--	--
IH 39-90 AT WB USH 12 SEGEMENT SUBTOTALS		18,572	5,501	411	--	2,227	6,249	2,690	66	--
PATCHWORK CONSTRUCTION										
FISH HATCHERY RD TO PARK ST	WB USH 12	16,800	9,000	4,500	--	6,000	--	--	720	--
	EB USH 12	16,800	9,000	4,500	--	6,000	--	--	720	--
1/2 MILE EAST OF PARK ST TO 1000' WEST OF JOHN NOLEN	WB USH 12	21,000	11,400	5,700	--	7,600	--	--	912	--
	EB USH 12	21,000	11,400	5,700	--	7,600	--	--	912	--
1000' WEST OF SOUTH TOWNE TO YAHARA RIVER BRIDGE	WB USH 12	29,925	16,500	8,250	--	11,000	--	--	1,320	--
	EB USH 12	29,925	16,500	8,250	--	11,000	--	--	1,320	--
YAHARA RIVER BRIDGE TO AGRICULTURE DRIVE	WB USH 12	51,450	28,800	12,000	--	19,200	--	--	1,920	--
	EB USH 12	51,450	28,800	12,000	--	19,200	--	--	1,920	--
PATCHWORK SUBTOTALS		238,350	131,400	60,900	--	87,600	--	--	9,744	--
PROJECT 1206-04-62 TOTALS		484,634	211,349	70,828	3,785	108,887	56,396	9,653	11,939	7,615
PROJECT 1206-04-62 BID ITEM TOTALS		484,634	394,849				77,988			7,615

CONTINUED ON NEXT SHEET

TEMPORARY PAVEMENT MARKINGS

CATEGORY	ROADWAY	649.1700 TEMPORARY PAVEMENT MARKING ARROWS TYPE 5 EACH	649.2100* TEMPORARY RAISED PAVEMENT MARKERS WHITE EACH	649.2100* TEMPORARY RAISED PAVEMENT MARKERS YELLOW EACH	SPV.0090.06 REMOVING PAVEMENT MARKINGS WATER BLASTING LF	SPV.0090.11 TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-IN (WHITE) LF	SPV.0090.12 TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-IN (WHITE) LF	SPV.0090.12 TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-IN (YELLOW) LF
0010								
USH 12 AT TODD DR. CONSTRUCITON								
REMOVE EXISTING MARKINGS	WB/EB USH 12	--	--	--	--	--	--	--
STAGE 1	WB/EB USH 12	--	--	--	--	--	--	--
STAGE 2	WB/EB USH 12	--	--	--	508	--	--	--
STAGE 3	WB/EB USH 12	--	--	--	276	--	--	--
REMOVE TEMPORARY MARKINGS	WB/EB USH 12	--	--	--	--	--	--	--
TODD DRIVE SEGMENT SUBTOTALS		--	--	--	784	--	--	--
USH 12 AT PARK ST. CONSTRUCTION								
REMOVE EXISTING MARKINGS	WB/EB USH 12	--	--	--	--	--	--	--
STAGE 2	WB/EB USH 12	2	385	110	--	2,530	9,555	1,620
STAGE 3	WB/EB USH 12	2	220	55	792	3,520	4,200	905
STAGE 4	WB/EB USH 12	4	385	55	2,920	2,655	8,490	715
STAGE 5	WB/EB USH 12	2	110	110	703	695	2,385	1,495
REMOVE MAINLINE TEMPORARY MARKINGS	WB/EB USH 12	--	--	--	3,857	--	--	--
PARK STREET MEDIAN	PARK ST	--	--	--	--	--	--	--
SB PARK ST TO WB USH 12 DETOUR		--	--	--	--	--	--	--
NB USH 12 TO WB USH 12 DETOUR		--	--	--	--	--	--	--
PARK STREET SEGMENT SUBTOTALS		10	1,100	330	8,272	9,400	24,630	4,735
USH 12 AT JOHN NOLEN DR. CONSTRUCTION								
REMOVE EXISTING MARKINGS	WB/EB USH 12	--	--	--	--	--	--	--
STAGE 1	WB/EB USH 12	--	440	110	--	--	9,780	2,635
STAGE 2	WB/EB USH 12	--	220	165	1,553	1,285	5,050	3,025
STAGE 3	WB/EB USH 12	--	165	55	2,615	--	3,385	455
REMOVE TEMPORARY MARKINGS	WB/EB USH 12	--	--	--	--	--	--	--
JOHN NOLEN DRIVE SEGMENT SUBTOTALS		--	825	330	4,168	1,285	18,215	6,115

* TEMPORARY PAVEMENT MARKERS ARE ASSUMED TO BE PLACED AT 25' SPACING IN LANE SHIFTS

CONTINUED ON NEXT SHEET

3

TEMPORARY PAVEMENT MARKINGS (CONTINUED)

CATEGORY	ROADWAY	649.1700 TEMPORARY PAVEMENT MARKING ARROWS TYPE 5 EACH	649.2100* TEMPORARY RAISED PAVEMENT MARKERS WHITE EACH	649.2100* TEMPORARY RAISED PAVEMENT MARKERS YELLOW EACH	SPV.0090.06 REMOVING PAVEMENT MARKINGS WATER BLASTING LF	SPV.0090.11 TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 8-IN (WHITE) LF	SPV.0090.12 TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-IN (WHITE) LF	SPV.0090.12 TEMPORARY PAVEMENT MARKING WET REFLECTIVE CONTRAST REMOVABLE TAPE 4-IN (YELLOW) LF
0010								
IH 39-90 AT WB USH 12 CONSTRUCTION								
REMOVE EXISTING MARKINGS	WB/EB USH 12	--	--	--	--	--	--	--
STAGE 1	WB/EB USH 12	--	165	110	--	650	3,645	1,415
STAGE 1 NIGHT	WB/EB USH 12	--	--	--	--	--	--	--
STAGE 2	WB/EB USH 12	--	55	55	210	355	245	595
STAGE 3	WB/EB USH 12	--	--	--	143	355	--	--
REMOVE TEMPORARY MARKINGS	WB/EB USH 12	--	--	--	--	--	--	--
IH 39-90 AT WB USH 12 SEGEMENT SUBTOTALS		--	220	165	353	1,360	3,890	2,010
PATCHWORK CONSTRUCTION								
FISH HATCHERY RD TO PARK ST	WB USH 12	--	220	110	5,600	--	4,200	1,400
	EB USH 12	--	220	110	5,600	--	4,200	1,400
1/2 MILE EAST OF PARK ST TO 1000' WEST OF JOHN NOLEN	WB USH 12	--	220	110	5,600	--	4,200	1,400
	EB USH 12	--	220	110	5,600	--	4,200	1,400
1000' WEST OF SOUTH TOWNE TO YAHARA RIVER BRIDGE	WB USH 12	--	220	110	5,600	--	4,200	1,400
	EB USH 12	--	220	110	5,600	--	4,200	1,400
YAHARA RIVER BRIDGE TO AGRICULTURE DRIVE	WB USH 12	--	220	110	5,600	--	4,200	1,400
	EB USH 12	--	220	110	5,600	--	4,200	1,400
PATCHWORK SUBTOTALS		--	1,760	880	44,800	--	33,600	11,200
PROJECT 1206-04-62 TOTALS		10	3,905	1,705	58,377	12,045	80,335	24,060
PROJECT 1206-04-62 BID ITEM TOTALS		10	5,610		58,377	12,045	104,395	

* TEMPORARY PAVEMENT MARKERS ARE ASSUMED TO BE PLACED AT 25' SPACING IN LANE SHIFTS

LIGHTING

CATEGORY	POLE FROM	POLE TO	LOCATION	204.0195 REMOVING CONCRETE BASES EACH	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	653.0135 PULL BOXES STEEL 24x36-INCH EACH	654.0108 CONCRETE BASES TYPE 8 EACH	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	SPV.0060.17 REMOVING LIGHTING ASSEMBLIES EACH	SPV.0060.18 MOVING LIGHTING ASSEMBLIES EACH
0010	L-13-0481-0006	-	JOHN NOLEN WB ONRAMP	1	--	--	--	--	1	--
	L-13-0481-0001	-	JOHN NOLEN EB ONRAMP	1	--	1	--	--	1	--
	L-13-0454-0003	-	SOUTH TOWNE NE RAMP	1	28	1	1	--	--	1
	L-13-0485-0030	L-13-0485-0031	MONONA NE RAMP	2	215	1	2	575	--	2
	L-13-0484-0012	L-13-0484-0013	STOUGHTON RD. SE RAMP	1	186	--	1	539	--	1
	L-13-0484-0013	L-13-0484-0014	STOUGHTON RD. SE RAMP	--	187	--	--	542	--	--
PROJECT 1206-04-62 TOTALS				6	618	3	4	1,657	2	4

MEDIAN PULLBOXES

CATEGORY	LOCATION	STATION	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	SPV.0060.01 MANHOLES TYPE E SPECIAL EACH	COMMENTS
0010	EB USH 12/18	E41EB+00	1	1	MEDIAN SHOULDER EXISTING PULLBOX
	EB USH 12/18	E125EB+00	1	1	MEDIAN SHOULDER EXISTING PULLBOX
PROJECT 1206-04-62 TOTALS			2	2	

SECURING STRUCTURE COVERS

CATEGORY	DIRECTION	LOCATION FROM	LOCATION TO	SPV.0060.02 SECURING STRUCTURE COVERS EACH	COMMENTS
0010	EB USH 12/18	FISH HATCHERY RD.	PARK ST.	6	MEDIAN SHOULDER
	EB USH 12/18	FISH HATCHERY RD.	PARK ST.	1	OUTSIDE SHOULDER
	EB USH 12/18	PARK ST.	RIMROCK RD.	--	MEDIAN SHOULDER
	EB USH 12/18	PARK ST.	RIMROCK RD.	1	OUTSIDE SHOULDER
	EB USH 12/18	RIMROCK RD.	JOHN NOLEN DR.	6	MEDIAN SHOULDER
	EB USH 12/18	RIMROCK RD.	JOHN NOLEN DR.	2	OUTSIDE SHOULDER
	EB USH 12/18	JOHN NOLEN DR.	SOUTH TOWNE DR.	2	MEDIAN SHOULDER
	EB USH 12/18	JOHN NOLEN DR.	SOUTH TOWNE DR.	4	OUTSIDE SHOULDER
	EB USH 12/18	SOUTH TOWNE DR.	MONONA DR.	18	MEDIAN SHOULDER
	EB USH 12/18	SOUTH TOWNE DR.	MONONA DR.	1	OUTSIDE SHOULDER
	EB USH 12/18	MONONA DR.	STOUGHTON RD.	5	MEDIAN SHOULDER
	EB USH 12/18	STOUGHTON RD.	AGRICULTURE DR.	4	MEDIAN SHOULDER
	EB USH 12/18	UNDISTRIBUTED		4	MEDIAN SHOULDER
	WB USH 12/18	FISH HATCHERY RD.	PARK ST.	9	MEDIAN SHOULDER
	WB USH 12/18	PARK ST.	RIMROCK RD.	--	MEDIAN SHOULDER
	WB USH 12/18	RIMROCK RD.	JOHN NOLEN DR.	3	MEDIAN SHOULDER
	WB USH 12/18	JOHN NOLEN DR.	SOUTH TOWNE DR.	3	MEDIAN SHOULDER
	WB USH 12/18	JOHN NOLEN DR.	SOUTH TOWNE DR.	5	OUTSIDE SHOULDER
	WB USH 12/18	SOUTH TOWNE DR.	MONONA DR.	21	MEDIAN SHOULDER
	WB USH 12/18	SOUTH TOWNE DR.	MONONA DR.	4	OUTSIDE SHOULDER
	WB USH 12/18	MONONA DR.	STOUGHTON RD.	8	MEDIAN SHOULDER
	WB USH 12/18	STOUGHTON RD.	AGRICULTURE DR.	5	MEDIAN SHOULDER
	WB USH 12/18	UNDISTRIBUTED		4	MEDIAN SHOULDER
PROJECT 1206-04-62 TOTALS				116	

3

CORNER CRACK REPAIRS

CATEGORY	LOCATION	SPV.0060.15 CONCRETE PAVEMENT CORNER REPAIR FULL DEPTH EACH	SPV.0085.01 CONCRETE PAVEMENT CORNER REPAIR PARTIAL DEPTH LBS	COMMENTS
0010	EB USH 12/18	210	53,600	LOCATIONS WILL BE VERIFIED BY FIELD ENGINEER
	WB USH 12/18	210	53,600	LOCATIONS WILL BE VERIFIED BY FIELD ENGINEER
PROJECT 1206-04-62 TOTALS		420	107,200	

TEMPORARY CONCRETE BARRIER GATE

CATEGORY		STATION	OFFSET	SPV.0060.19 TEMPORARY CONCRETE BARRIER GATE EACH
0010	***USH 12 AT PARK ST. CONSTRUCTION (WEST END OF CONTRAFLOW)***			1
	STAGE 2 (INITIAL INSTALL)	B543EB+00	12.7' LT	--
	STAGE 4 (REINSTALLATION)	B583WB+49	12.2' RT	--
PARK STREET SEGMENT SUBTOTALS				1
PROJECT 1206-04-62 TOTALS				1

3

EXISTING RUMBLE STRIPS

CATEGORY	ROADWAY	DIRECTION	FROM	TO	SPV.0090.01 FILL EXISTING RUMBLE STRIPS LF	SPV.0090.02 RESTORE EXISTING RUMBLE STRIPS LF	COMMENTS
STAGE 1							
0010	USH 12/18	WB	FISH HATCHERY RD.	PARK ST.	1,099	--	FISH HATCHERY RD. TO PARK ST.
	USH 12/18	WB	PARK ST.	RAILROAD	1,536	963	PARK STREET TO RAILROAD
	USH 12/18	WB	RAILROAD	RIMROCK RD.	5,619	5,209	RAILROAD TO RIMROCK RD.
	USH 12/18	WB	RIMROCK RD.	JOHN NOLEN DR.	1,593	316	RIMROCK RD. TO JOHN NOLEN DR.
	USH 12/18	WB	JOHN NOLEN DR.	RAILROAD	356	356	JOHN NOLEN DR. TO RAILROAD
	USH 12/18	WB	RAILROAD	SOUTH TOWNE DR.	5,212	--	RAILROAD TO SOUTH TOWNE DR.
	USH 12/18	WB	SOUTH TOWNE DR.	MONONA DR.	6,882	4,539	SOUTH TOWNE DR. TO MONONA DR.
	USH 12/18	WB	MONONA DR.	STOUGHTON RD.	3,281	717	MONONA DR. TO STOUGHTON RD.
	USH 12/18	WB	STOUGHTON RD.	AGRICULTURE DR.	--	--	STOUGHTON RD. TO AGRICULTURE DR.
	USH 12/18	WB	AGRICULTURE DR.	IH-39	--	--	AGRICULTURE DR. TO IH-39
	USH 12/18	EB	FISH HATCHERY RD.	PARK ST.	1,438	164	FISH HATCHERY RD. TO PARK ST.
	USH 12/18	EB	PARK ST.	RAILROAD	1,244	1,244	PARK STREET TO RAILROAD
	USH 12/18	EB	RAILROAD	RIMROCK RD.	5,820	5,120	RAILROAD TO RIMROCK RD.
	USH 12/18	EB	RIMROCK RD.	JOHN NOLEN DR.	1,918	--	RIMROCK RD. TO JOHN NOLEN DR.
	USH 12/18	EB	JOHN NOLEN DR.	RAILROAD	--	--	JOHN NOLEN DR. TO RAILROAD
	USH 12/18	EB	RAILROAD	SOUTH TOWNE DR.	2,997	--	RAILROAD TO SOUTH TOWNE DR.
	USH 12/18	EB	SOUTH TOWNE DR.	MONONA DR.	5,261	4,532	SOUTH TOWNE DR. TO MONONA DR.
	USH 12/18	EB	MONONA DR.	STOUGHTON RD.	3,408	696	MONONA DR. TO STOUGHTON RD.
	USH 12/18	EB	STOUGHTON RD.	AGRICULTURE DR.	--	--	STOUGHTON RD. TO AGRICULTURE DR.
	USH 12/18	EB	AGRICULTURE DR.	IH-39	--	--	AGRICULTURE DR. TO IH-39
PROJECT 1206-04-62 TOTALS					47,665	23,857	

SALVAGE AND REINSTALL SIGN

CATEGORY	LOCATION	SPV.0060.21 SALVAGE AND REINSTALL SIGN EACH
0010	USH 12/18 UNDISTRIBUTED	25
PROJECT 1206-04-62 TOTALS		25

Addendum No. 1
ID 1206-04-62
Revised Sheet 359
March 5, 2014

FILE NAME: \\MADW00\INGRPROJ\60002\t1\cds\030201_mq.ppt PLOT DATE : 2/28/2014 11:29:22 AM PLOT BY : HNTB Corp PLOT NAME : 030201_mq36 PLOT SCALE : 1:1

TEMPORARY BARRIER DELINEATORS ATTACHED TO EX MEDIAN BARRIER OR PARAPET

SPV.0060.22
TEMPORARY BARRIER DELINEATORS
ATTACHED TO EX MEDIAN
BARRIER OR PARAPET

CATEGORY	ROADWAY	DIRECTION	STATION	EACH	COMMENTS
STAGE 2					
0010	USH 12/18	WB	B549EB+89 - B577EB+73	111	PLACE ON SOUTH SIDE OF BARRIER ONLY. NO TOP MOUNTED DELINEATORS.
PROJECT 1206-04-62 TOTALS				111	

PROFILE CURB CUT

SPV.0090.13
PROFILE CURB CUT

CATEGORY	LOCATION	OFFSET	STATION FROM	STATION TO	LF
0010	WB-01	LT	469FNW+44	470FNW+13	35
	EB-02	RT	546PSW+65	547PSW+45	69
	WB-14	LT	41TNW+28	42TNW+72	144
	EB-11	LT	47TSW+57	48TSW+26	69
	EB-12	RT	47TSW+57	48TSW+26	69
	WB-13	LT	E 634WB+12	E 635WB+56	144
	WB-14	LT	41TNW+28	42TNW+72	144
	WB-15	LT	59TNE+33	60TNE+77	144
	WB-16	LT	126MNW+81	128MNW+25	78
	EB-24	RT	97HSE+13	98HSE+57	144
PROJECT 1206-04-62 TOTALS					1,040

STREET SWEEPING

SPV.0170.02
STREET SWEEPING

CATEGORY	ROADWAY	DIRECTION	LOCATION	OFFSET	STA
0010	USH 12/18	WB	PARK STREET	INSIDE SHOULDER	1.6
	USH 12/18	WB	PARK STREET	OUTSIDE SHOULDER	1.6
	USH 12/18	EB	PARK STREET	INSIDE SHOULDER	1.6
	USH 12/18	EB	PARK STREET	OUTSIDE SHOULDER	1.6
	USH 12/18	WB	R.R. NORTH OF PARK ST.	INSIDE SHOULDER	0.9
	USH 12/18	WB	R.R. NORTH OF PARK ST.	OUTSIDE SHOULDER	0.9
	USH 12/18	EB	R.R. NORTH OF PARK ST.	INSIDE SHOULDER	0.9
	USH 12/18	EB	R.R. NORTH OF PARK ST.	OUTSIDE SHOULDER	0.9
	USH 12/18	WB	JOHN NOLEN DR.	INSIDE SHOULDER	1.6
	USH 12/18	WB	JOHN NOLEN DR.	OUTSIDE SHOULDER	1.6
	USH 12/18	EB	JOHN NOLEN DR.	INSIDE SHOULDER	1.4
	USH 12/18	EB	JOHN NOLEN DR.	OUTSIDE SHOULDER	1.4
	USH 12/18	WB	R.R. NORTH OF JOHN NOLEN DR.	INSIDE SHOULDER	2.2
	USH 12/18	WB	R.R. NORTH OF JOHN NOLEN DR.	OUTSIDE SHOULDER	2.2
	USH 12/18	EB	R.R. NORTH OF JOHN NOLEN DR.	INSIDE SHOULDER	2.2
	USH 12/18	EB	R.R. NORTH OF JOHN NOLEN DR.	OUTSIDE SHOULDER	2.2
	USH 12/18	WB	MONONA DRIVE	INSIDE SHOULDER	1.4
	USH 12/18	WB	MONONA DRIVE	OUTSIDE SHOULDER	1.4
	USH 12/18	EB	MONONA DRIVE	INSIDE SHOULDER	1.4
	USH 12/18	EB	MONONA DRIVE	OUTSIDE SHOULDER	1.4
	USH 12/18	WB	STOUGHTON ROAD	INSIDE SHOULDER	1.9
	USH 12/18	WB	STOUGHTON ROAD	OUTSIDE SHOULDER	1.9
	USH 12/18	EB	STOUGHTON ROAD	INSIDE SHOULDER	1.9
	USH 12/18	EB	STOUGHTON ROAD	OUTSIDE SHOULDER	1.9
PROJECT 1206-04-62 TOTALS					38

ITS MICROWAVE DETECTORS

CATEGORY	LOCATION	ITEM I.D.	654.0105 CONCRETE BASE TYPE 5 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	675.0300 INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY EACH
0080	IH-39/90 EB @ USH 12/18	DP03	1	1	1	1
	USH 18 EB @ IH 39/90 WB	DP04	1	1	1	3
	SB IH 90 RAMP TO EB USH 12/18	EXP07	--	--	--	1
	USH 12/14/18 @ TODD DRIVE	EXCCTV-13-0025	--	--	--	1
PROJECT 1206-04-62 TOTALS			2	2	2	6

ITS CONDUIT

CATEGORY	LOCATION	ITEM ID	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
0080	IH 39/90 EB @ USH 12/18	EXPB03	1
	USH 18 EB @ IH 39/90 WB	EXPB05	1
PROJECT 1206-04-62 TOTALS			2

ITS CONDUIT & CABLE

CATEGORY	FROM	TO	LINEAR DISTANCE	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	674.0200 CABLE MICROWAVE DETECTOR LF	674.0300 REMOVE CABLE LF
0080	DP03	EXPB03	5	10	15	--
	EXPB03	EXPB02	120	--	130	120
	EXPB02	EXPB01	340	--	350	340
	EXPB01	EXCB-SDS-13-0034	10	--	20	10
	EXPB07	EXPB04	190	--	--	190
	EXPB04	EXPB05	10	--	60	10
	EXPB04	DP04	5	10	45	--
	EXPB05	EXCB-SDS-13-0035	10	--	60	10
	EXPB06	EXPB05	100	--	110	100
	EXPB08	EXPB09	90	--	--	90
	EXPB09	EXCB-SDS-13-0014	10	--	20	10
	EXPB09	EXP07	20	--	30	--
	EXCCTV-13-0025	EXCB-RM-13-0006	75	--	95	--
PROJECT 1206-04-62 TOTALS				20	935	880

Standard Detail Drawing List

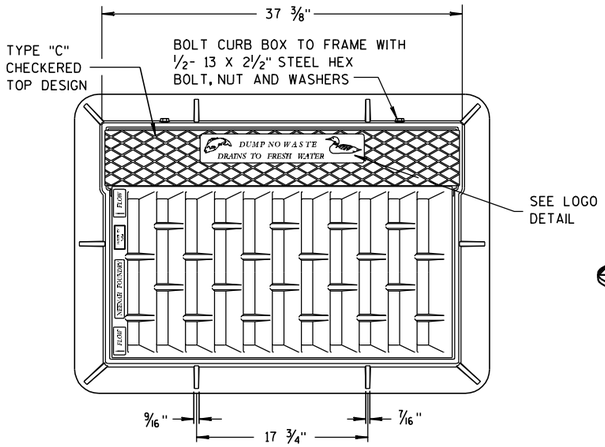
08A05-18A	INLET COVERS TYPE A, H, A-S, & H-S
08A05-18B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-18D	INLET COVER, TYPE BW, Z MANHOLE COVERS, TYPE K, J, J-S, L & M
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D02-06	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-07	CONDUIT
09B04-10	PULL BOX
09C02-06	CONCRETE BASES, TYPES 1, 2 & 5
09C03-03	TRANSFORMER/PEDESTAL BASES
09C09-04	CONCRETE BASE, TYPE 8
09E01-12D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-12G	HARDWARE DETAILS FOR POLE MOUNTINGS
11A01-05	MAINTENANCE CROSSOVER FOR FREEWAYS
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A03-05	CONCRETE PAVEMENT SHOULDERS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13B02-06	CONCRETE PAVEMENT APPROACH SLAB
13C01-16	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-10A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-10B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-10C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C11-11A	RURAL DOWELED CONCRETE PAVEMENT
13C11-11B	RURAL DOWELED CONCRETE PAVEMENT
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C14-04A	BASE PATCHING CONCRETE
13C14-04B	BASE PATCHING CONCRETE
13C14-04C	BASE PATCHING CONCRETE
13C18-02D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
14B07-13A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-01A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B15-07A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-07B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B18-06A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B20-11A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-11B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS
14B20-11C	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS
14B20-11D	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS
14B20-11G	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTOR PLATE DETAIL
14B20-11H	STEEL THRIE BEAM STRUCTURE APPROACH, SINGLE SLOPE ATTACHMENT
14B22-05A	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B22-05B	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B32-02A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-02B	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-02C	CONCRETE BARRIER SINGLE SLOPE (CBSS)

6

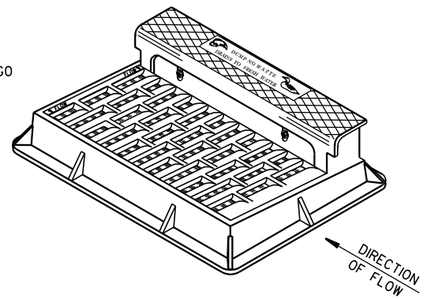
Standard Detail Drawing List

14B32-02D	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-02E	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B33-01G	CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR
14B33-01H	CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR
14B34-01A	32", 36" & 42" CONCRETE BARRIER SINGLE SLOPE CLASS B
14B34-01B	56" CONCRETE BARRIER SINGLE SLOPE CLASS B
14B42-02A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-02B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-02C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B43-03A	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-03B	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-03C	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B44-01A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-01B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-01C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-03A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-01A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-01B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-01C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15B03-13A	FENCE CHAIN LINK
15B03-13B	FENCE CHAIN LINK
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C19-02C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D16-02	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D21-02	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

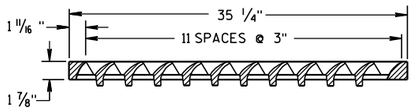
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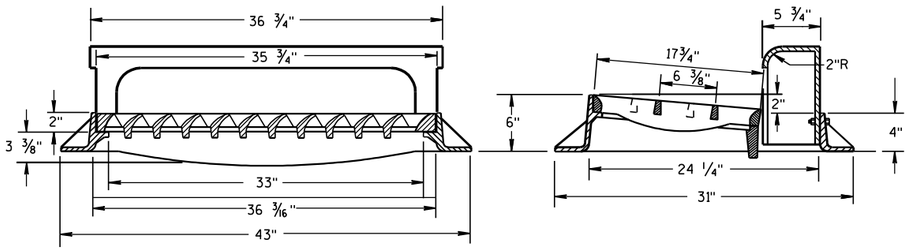


NOTE:
GRATE IS REVERSIBLE.



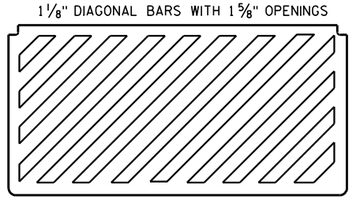
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"





TYPE "H"

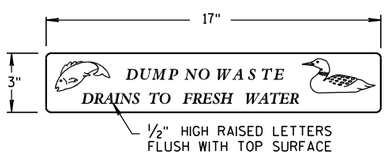
(APPROXIMATE WEIGHT 441 LBS.)
FRAME..... 181 LBS.
GRATE..... 146 LBS.
CURB BOX..... 114 LBS.



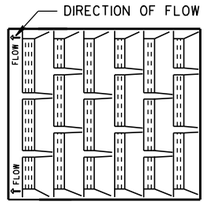
SPECIAL GRATE FOR TYPE "H" COVER

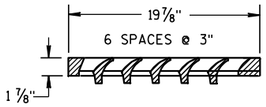
(MEASURES 35 1/4" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 159 LBS.)
GRATE..... 159 LBS.

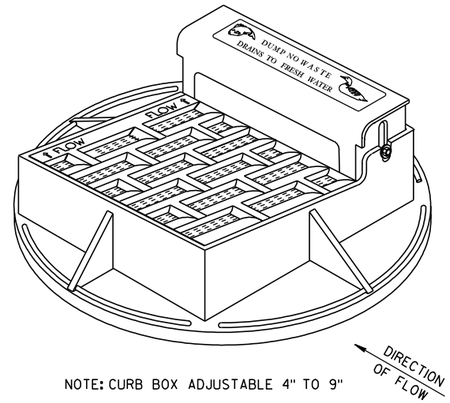
(NOTED AS TYPE H-S ON DRAINAGE TABLE)



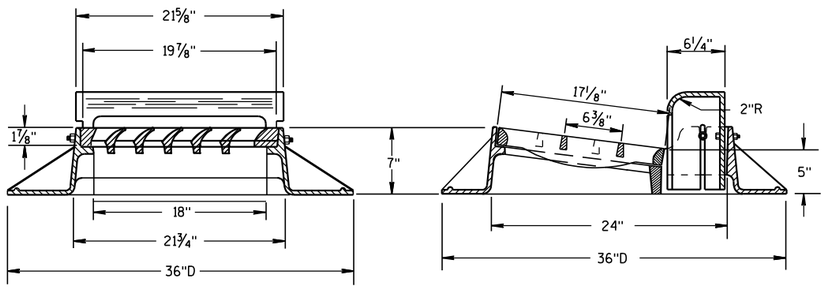
LOGO DETAIL







NOTE: CURB BOX ADJUSTABLE 4" TO 9"



TYPE "A"

(APPROXIMATE WEIGHT 340 LBS.)
FRAME..... 185 LBS.
GRATE..... 71 LBS.
CURB BOX..... 84 LBS.

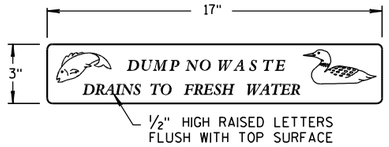
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

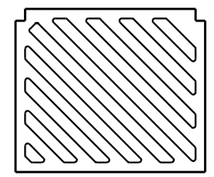
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



LOGO DETAIL

NOTE:
GRATE IS REVERSIBLE.

1" DIAGONAL BARS WITH 1 1/2" OPENINGS



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8"
GRATE..... 84 LBS.

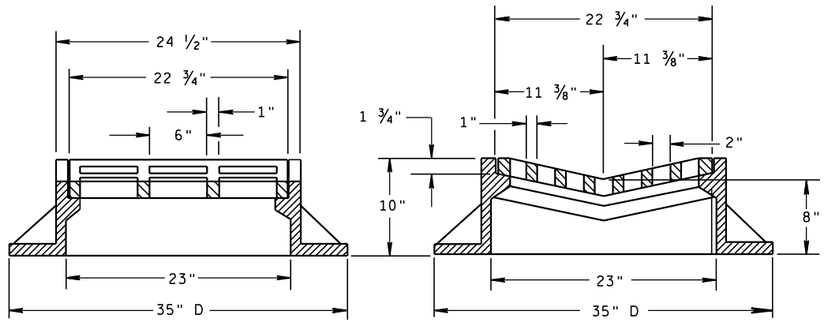
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

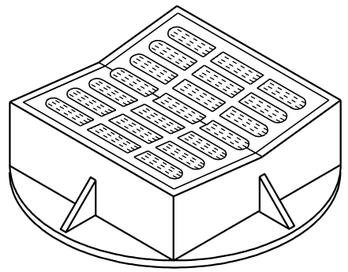
INLET COVERS TYPE A, H, A-S, & H-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

6
S.D.D. 8 A 5-18a

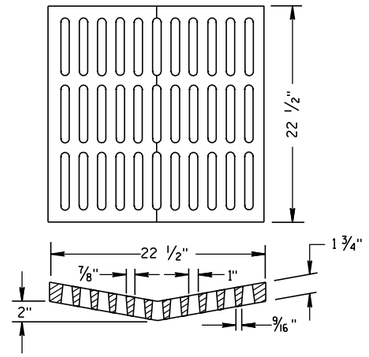




TYPE "B"

(APPROXIMATE WEIGHT 405 LBS.)

FRAME..... 294 LBS.
GRATE..... 111 LBS.

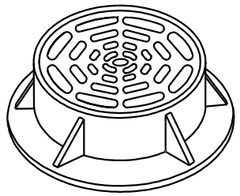


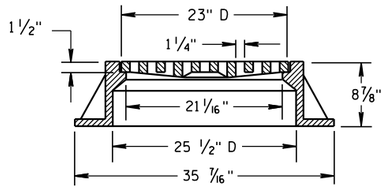
ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 134 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE





TYPE "C"

(APPROXIMATE WEIGHT 259 LBS.)

FRAME..... 152 LBS.
GRATE..... 107 LBS.

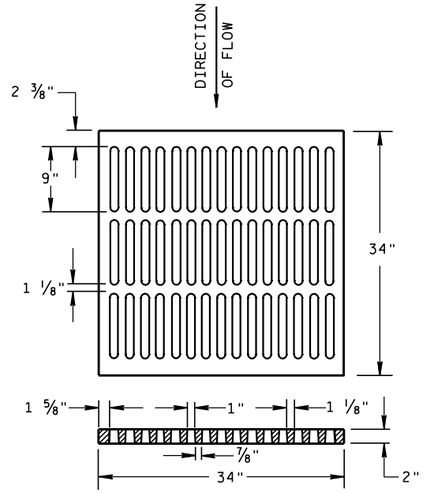
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

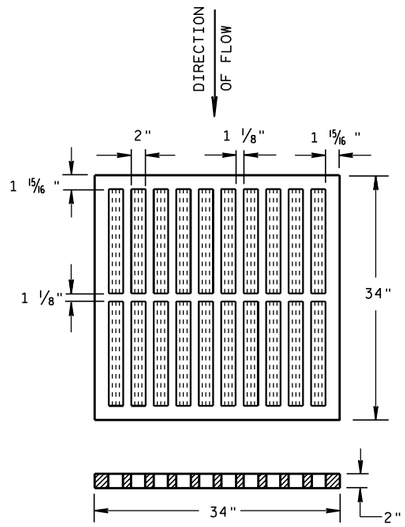


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 329 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

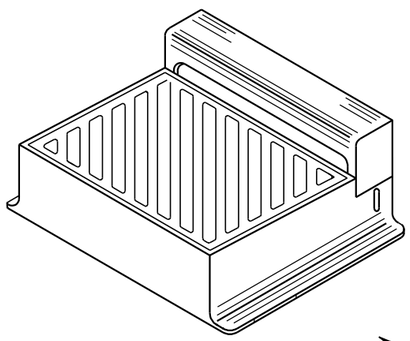


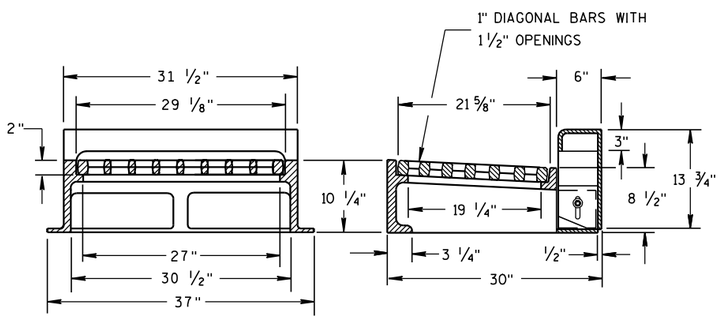
TYPE "MS"

(APPROXIMATE GRATE WEIGHT 268 LBS.)

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE





NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

DIRECTION OF FLOW

DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.

TYPE "WM"

(APPROXIMATE WEIGHT 648 LBS.)

FRAME..... 355 LBS.
GRATE..... 156 LBS.
CURB BOX..... 137 LBS.

INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012 DATE

/S/ Jerry H. Zaas
ROADWAY STANDARDS ENGINEER

365

ENT

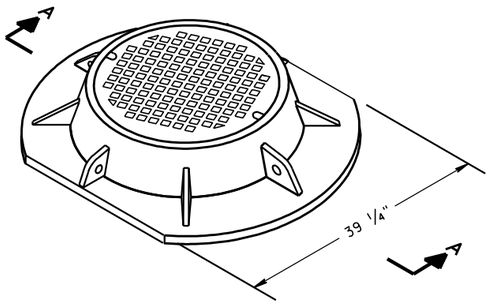
FHWA

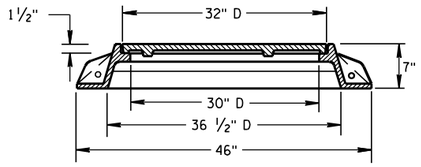
6

S.D.D. 8 A 5-18b

6

S.D.D. 8 A 5-18b



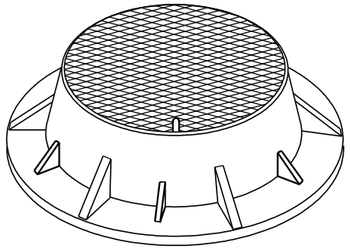


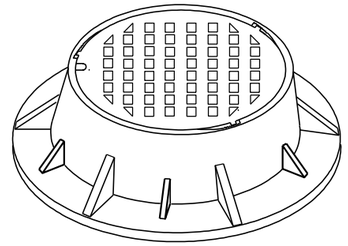
SECTION A-A

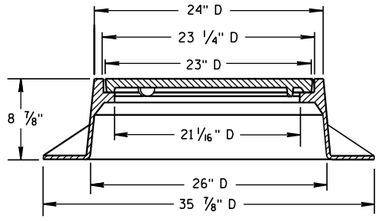
TYPE "K"

(APPROXIMATE WEIGHT 439 LBS.)

FRAME.....216 LBS.
LID.....223 LBS.



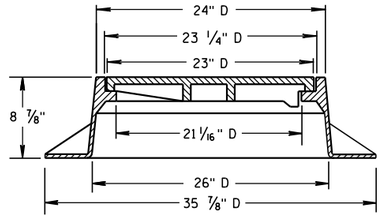




TYPE "J"

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....152 LBS.
LID.....115 LBS.



TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....158 LBS.
LID.....109 LBS.

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

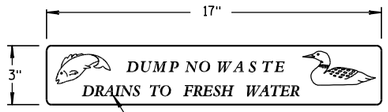
GENERAL NOTES

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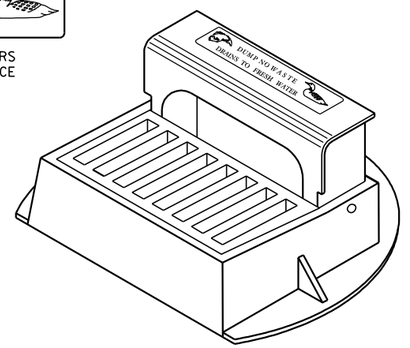
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

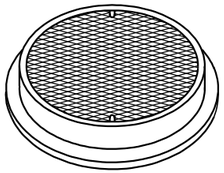
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

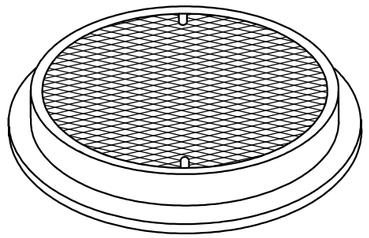
THE ACTUAL WEIGHT OF COVERS MAY VARY WITH 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

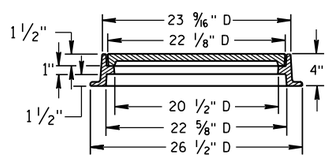


LOGO DETAIL





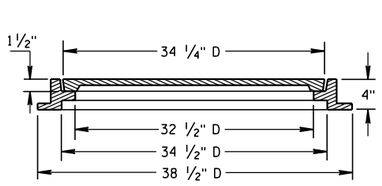




TYPE "L"

(APPROXIMATE WEIGHT 158 LBS.)

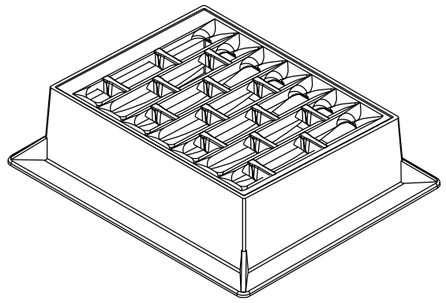
FRAME.....81 LBS.
LID.....77 LBS.

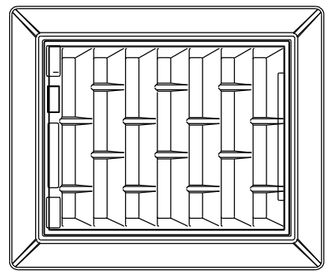


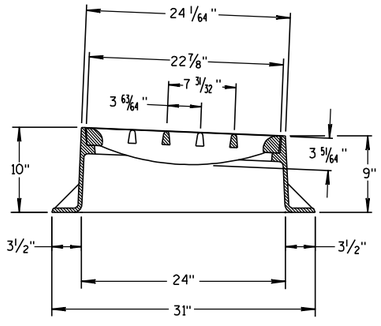
TYPE "M"

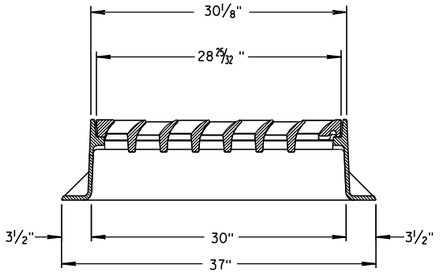
(APPROXIMATE WEIGHT 377 LBS.)

FRAME..... 125 LBS.
LID..... 252 LBS.

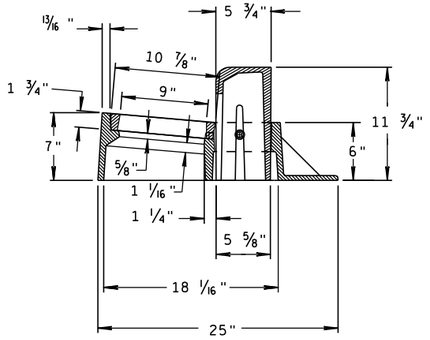


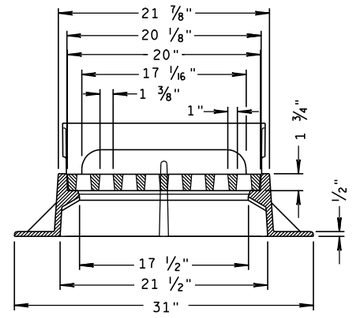






INLET COVER TYPE "BW"





INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 344 LBS.)

FRAME.....206 LBS.
GRATE..... 46 LBS.
CURB BOX..... 92 LBS.

INLET COVERS, TYPE BW, Z
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

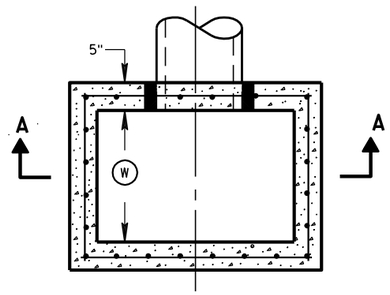
/S/ Jerry H. Zaas
ROADWAY STANDARDS ENGINEER

FHWA

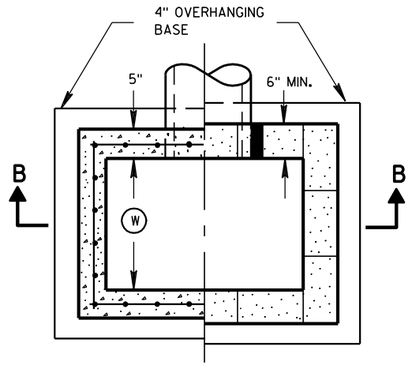
NT

6

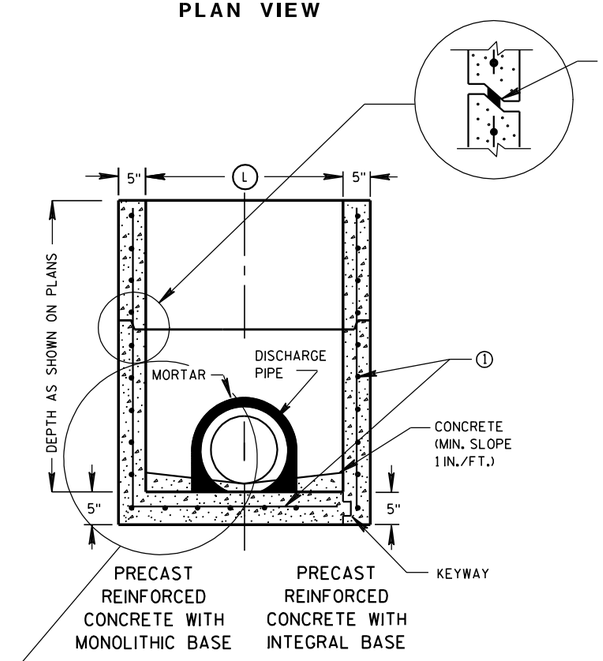
S.D.D. 8 A 5-18d



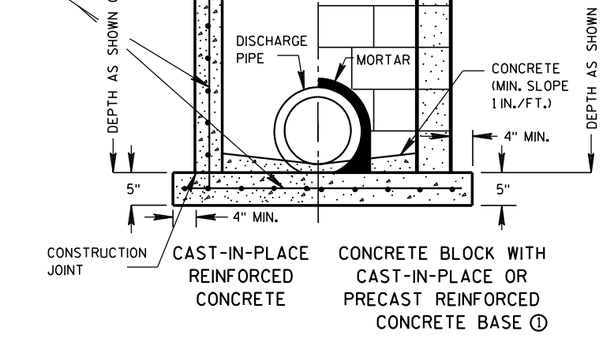
PLAN VIEW



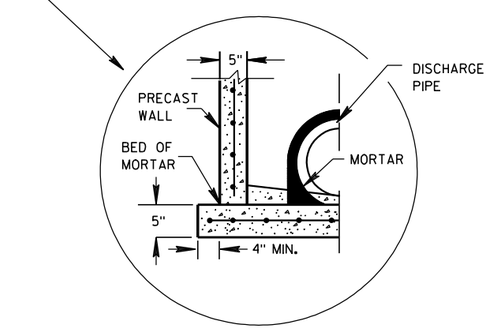
PLAN VIEW



SECTION A-A



SECTION B-B



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

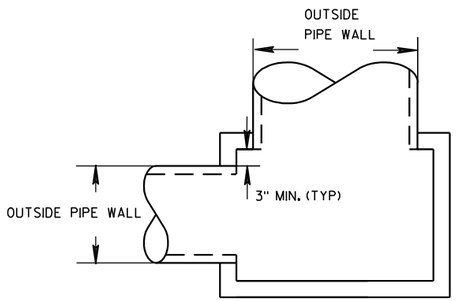
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

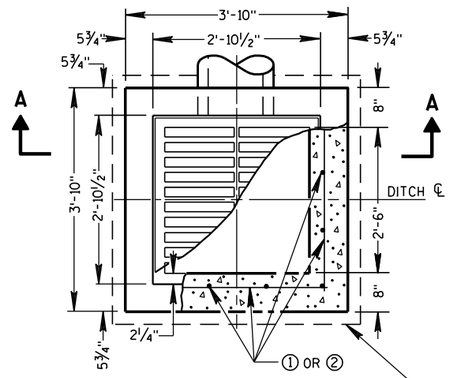
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

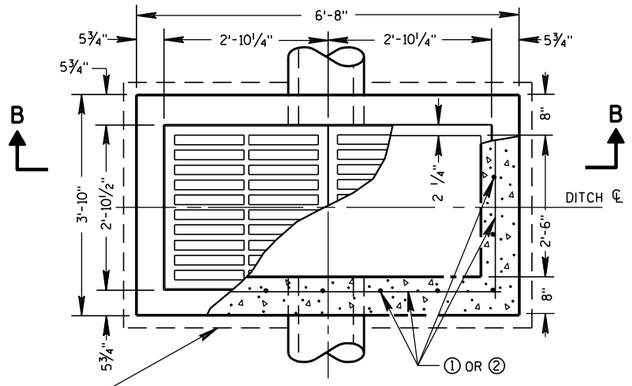
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS D ENGINEER
FHWA

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S.D.D. 8 C 7-1

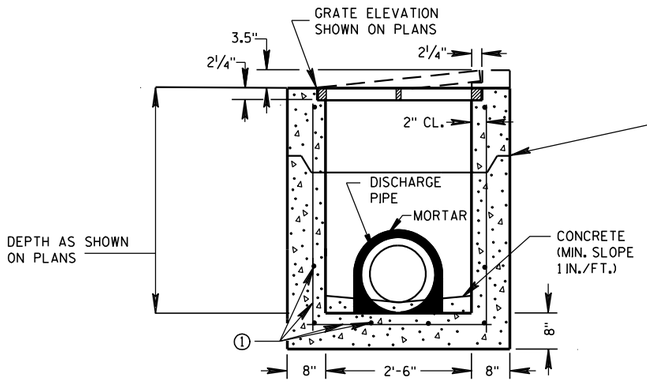


PLAN VIEW

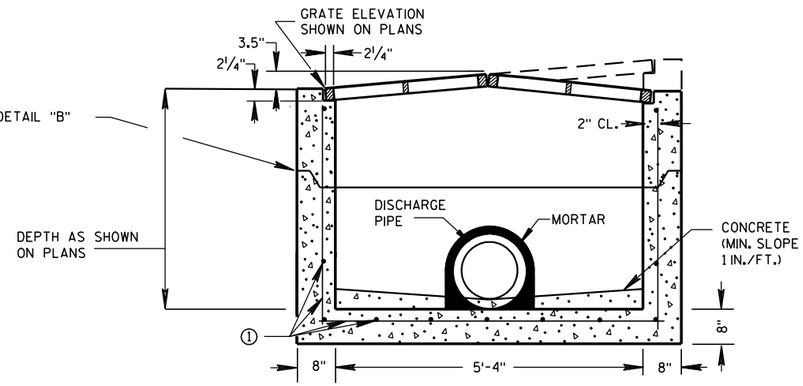


PLAN VIEW

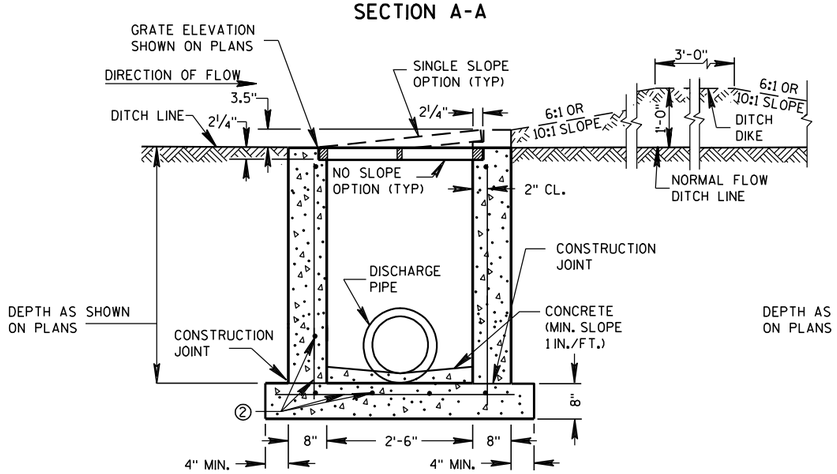
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



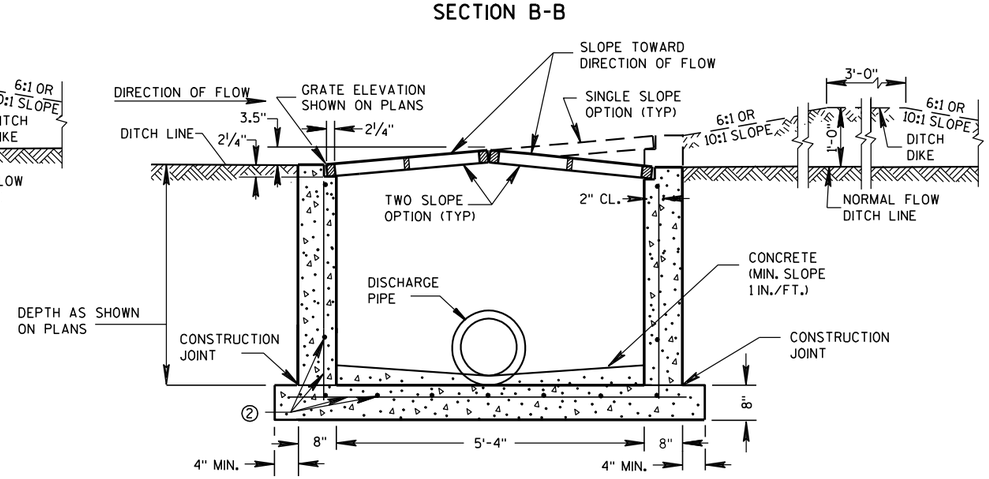
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

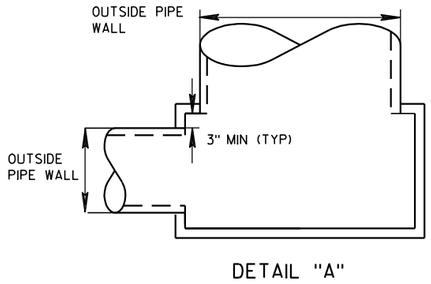
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

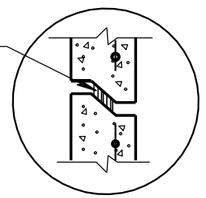
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

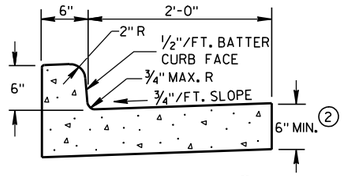
FHWA

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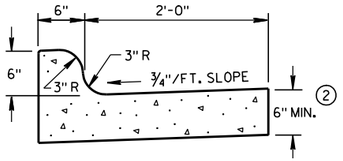
S.D.D. 8 C 8-1

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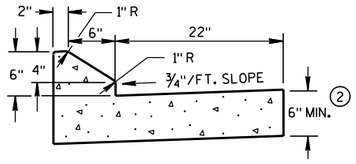
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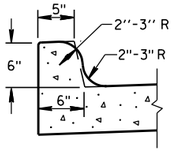
TYPES A & D (1)



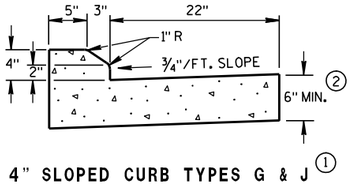
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

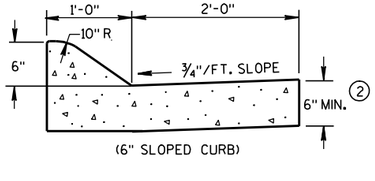


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

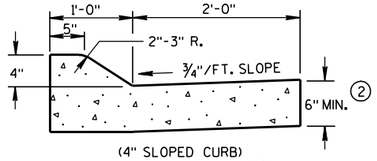


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

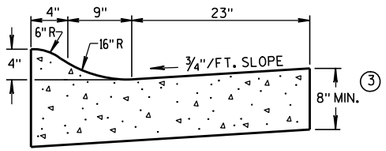


(6" SLOPED CURB)



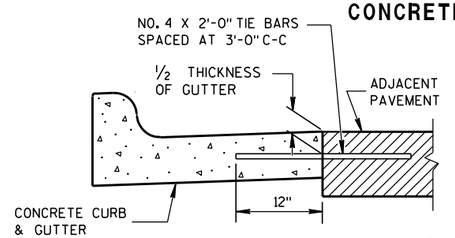
(4" SLOPED CURB)

TYPES A & D (1)



4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION (1)

REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

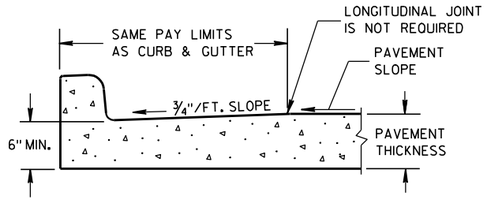
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

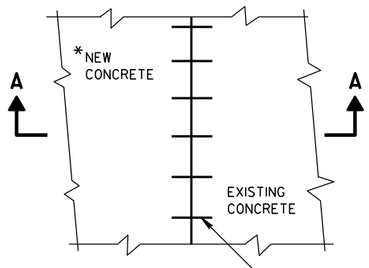
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

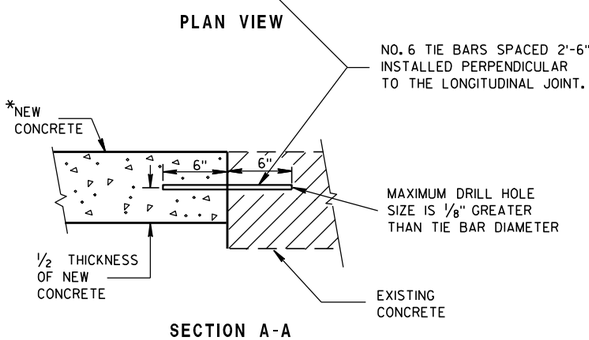


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



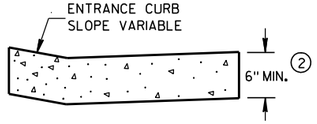
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

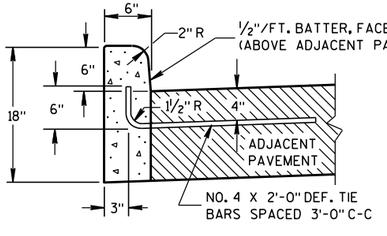


SECTION A-A

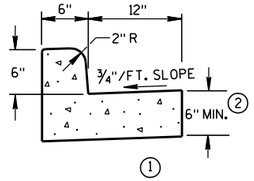
TIE BARS DRILLED INTO EXISTING PAVEMENT



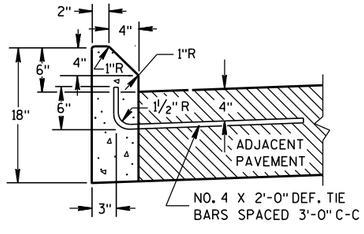
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



(1)
TYPES A & D

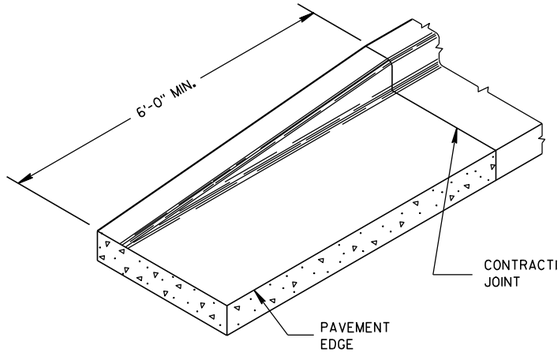


(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"



(1)
TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

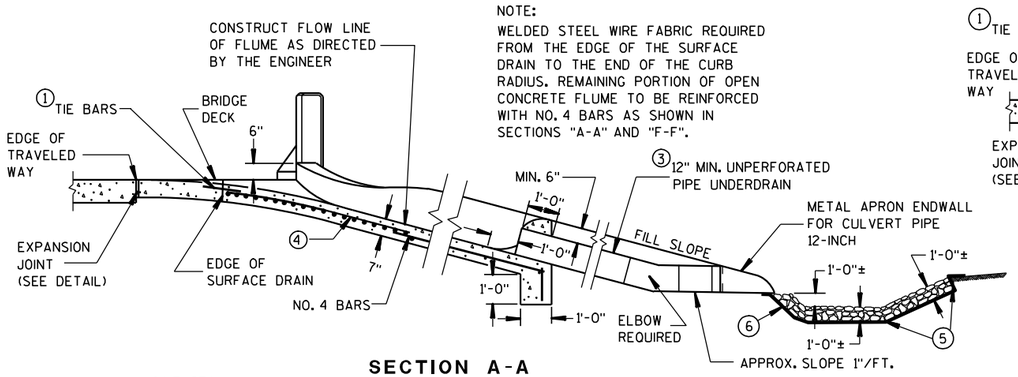
APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
FHWA

6

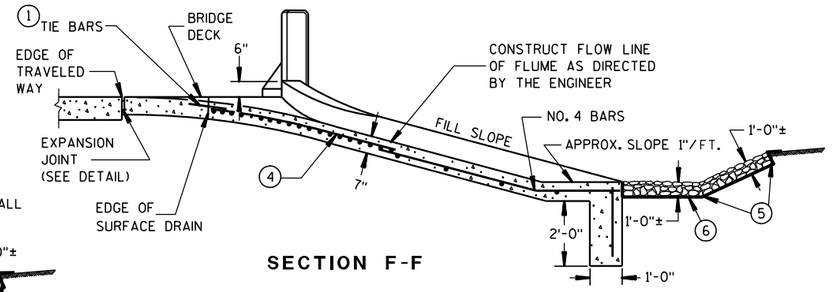
S.D.D. 8 D 1-17

6

S.D.D. 8 D 1-17



SECTION A-A



SECTION F-F

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) NO. 4 X 2'-0" TIE BARS SPACED AT 3'-0" CENTERS TO BE USED ONLY WHEN ADJACENT TO P.C. CONCRETE.

(2) NO. 4 X 2'-0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY BRIDGE CONTRACTOR, OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PIPE UNDERDRAIN MAY BE ANY OF THE MATERIALS LISTED IN SECTION 612.2 OF THE STANDARD SPECIFICATIONS EXCEPT DRAIN TILE.

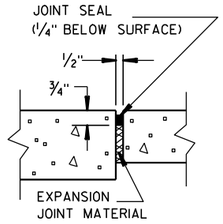
(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

(5) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

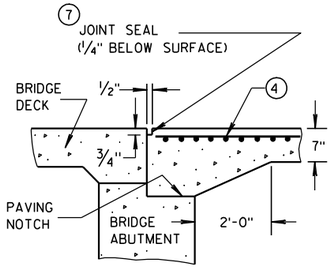
(6) GEOTEXTILE FABRIC, TYPE 'R"

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

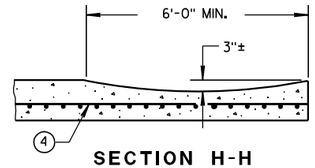
(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1½".



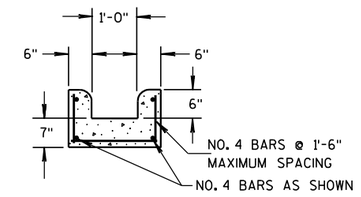
EXPANSION JOINT DETAIL



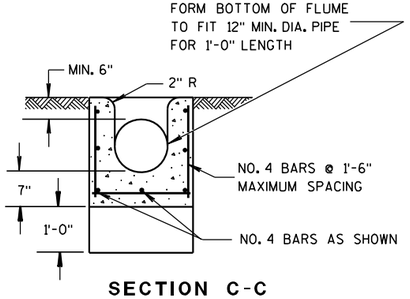
SECTION D-D



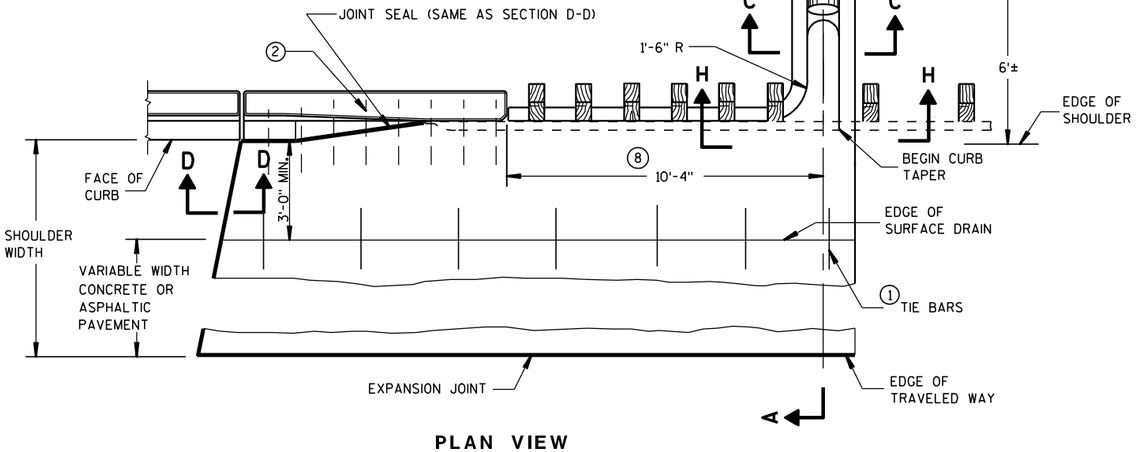
SECTION H-H



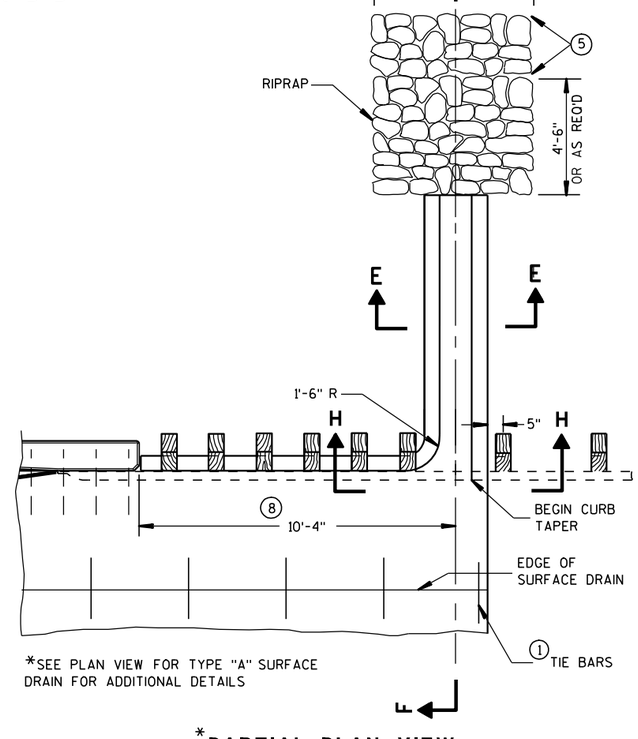
SECTION E-E



SECTION C-C

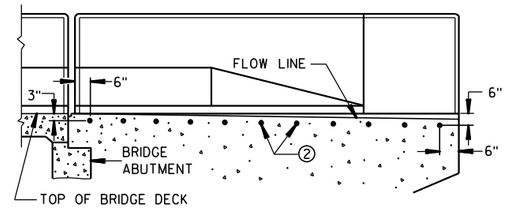


PLAN VIEW
SURFACE DRAIN WITH PIPE
TYPE "A"



*SEE PLAN VIEW FOR TYPE "A" SURFACE DRAIN FOR ADDITIONAL DETAILS

*PARTIAL PLAN VIEW
SURFACE DRAIN WITHOUT PIPE
TYPE "B"



LOCATION OF
TIE BARS IN WINGWALL

CONCRETE SURFACE DRAINS
FLUME TYPE
AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
370
FHWA

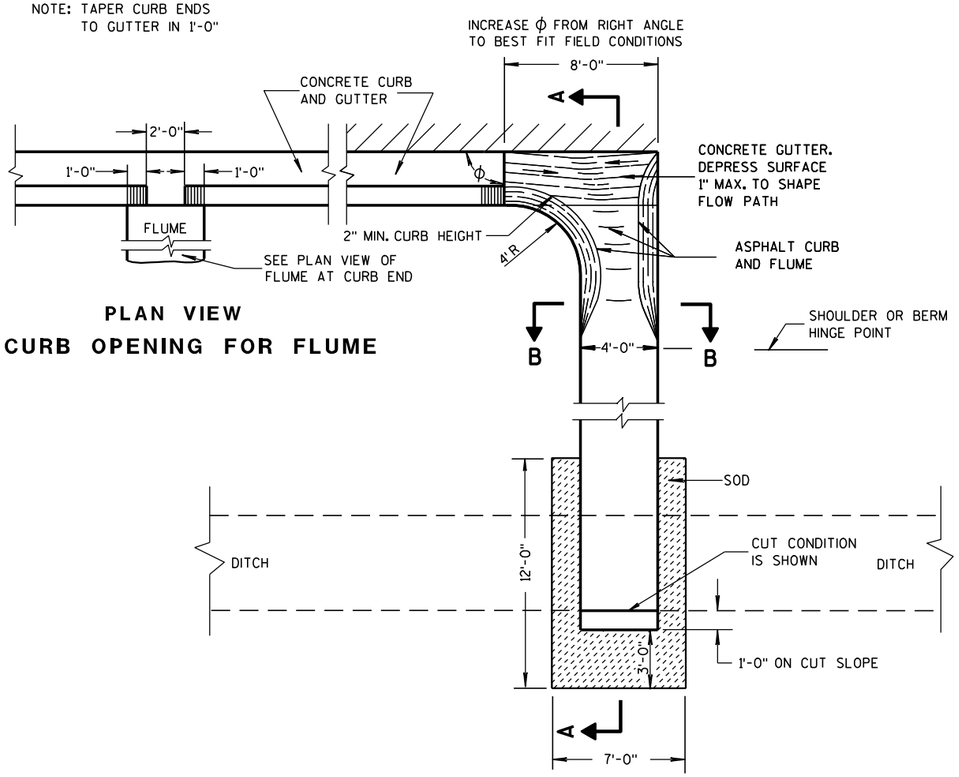
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S.D.D. 8 D 2-6

6

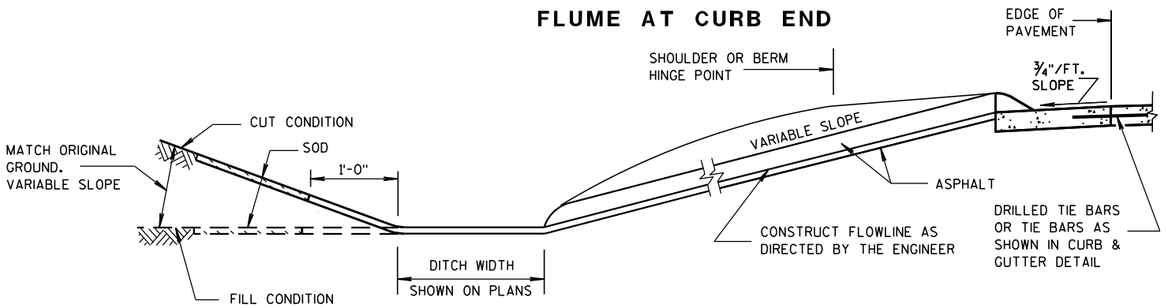
S.D.D. 8 D 2-6

ASPHALTIC FLUME

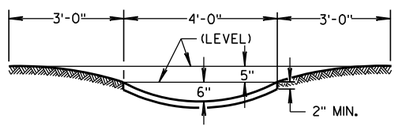


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

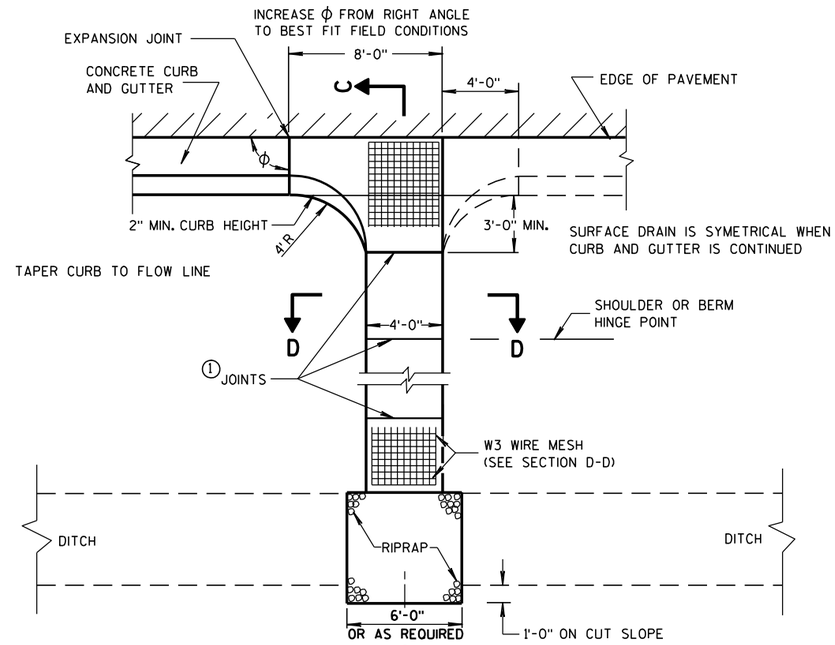
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

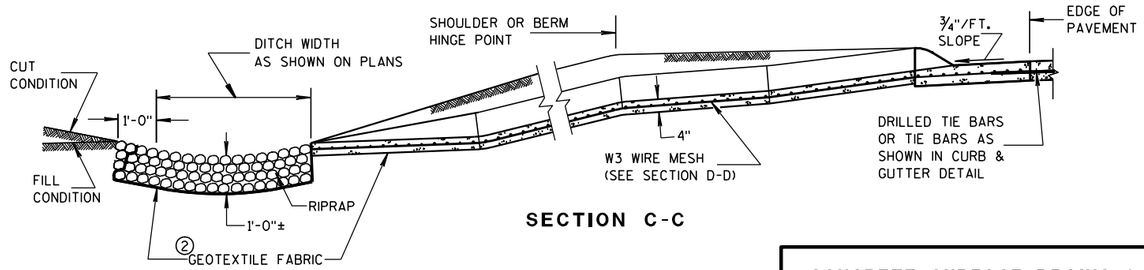
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

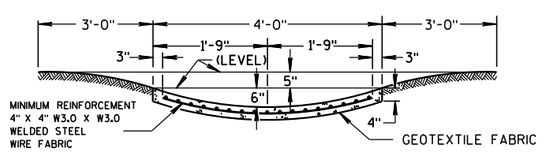
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

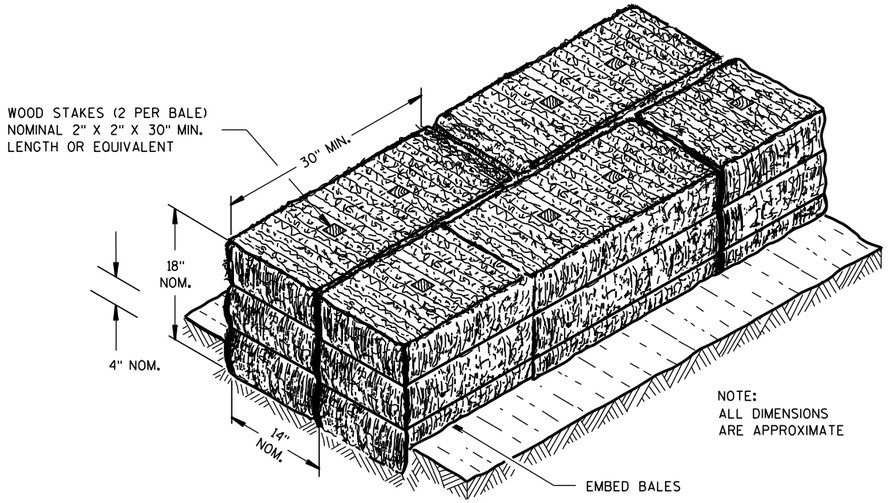
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
371
MENT
FHWA

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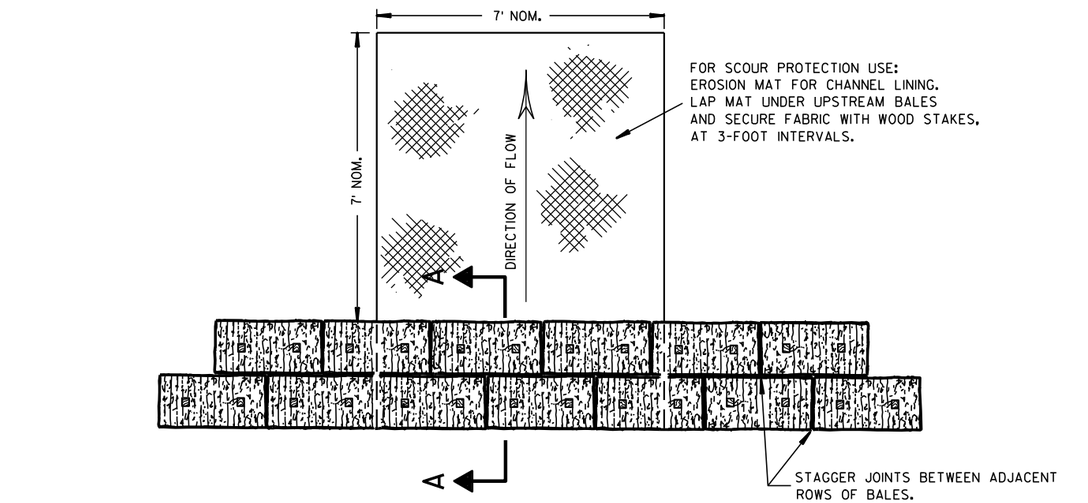
S.D.D. 8 D 4-5

6

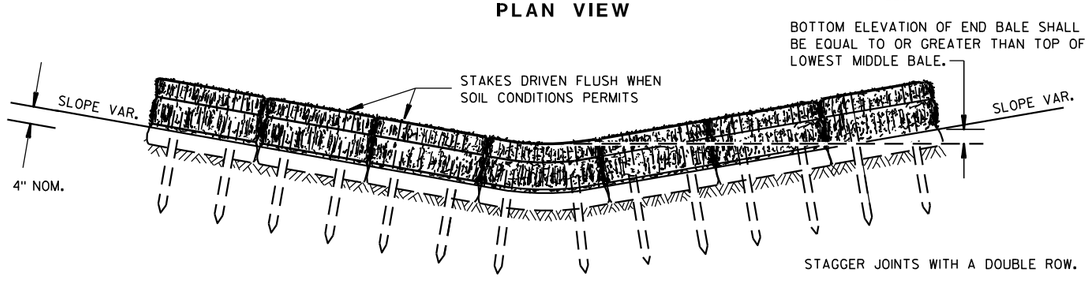
S.D.D. 8 D 4-5



SECTION A-A



PLAN VIEW



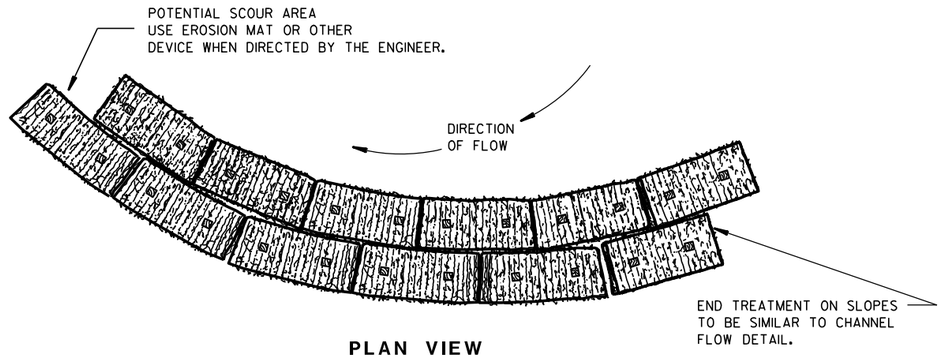
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

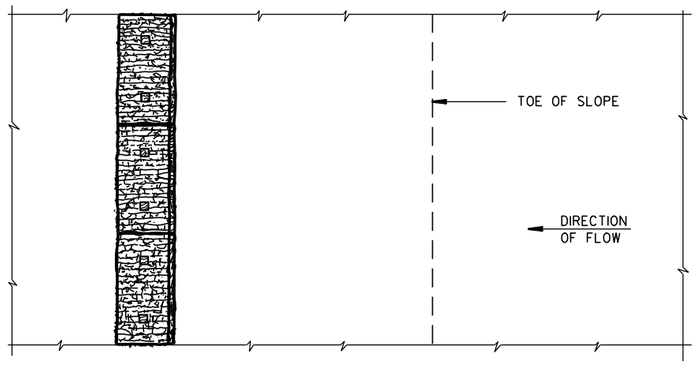
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

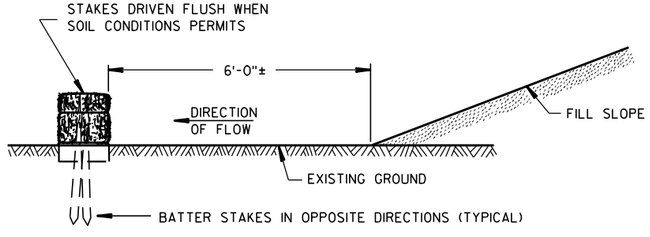


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

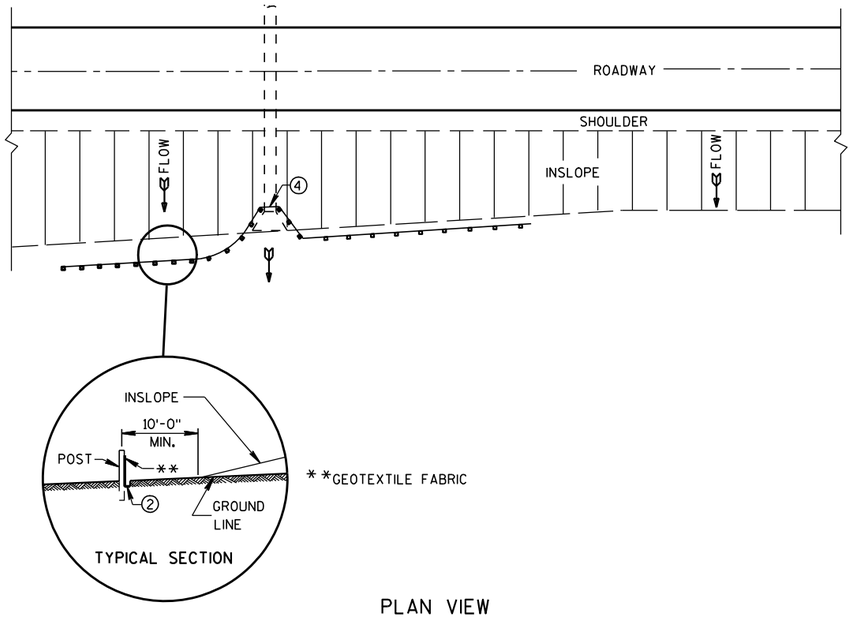
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

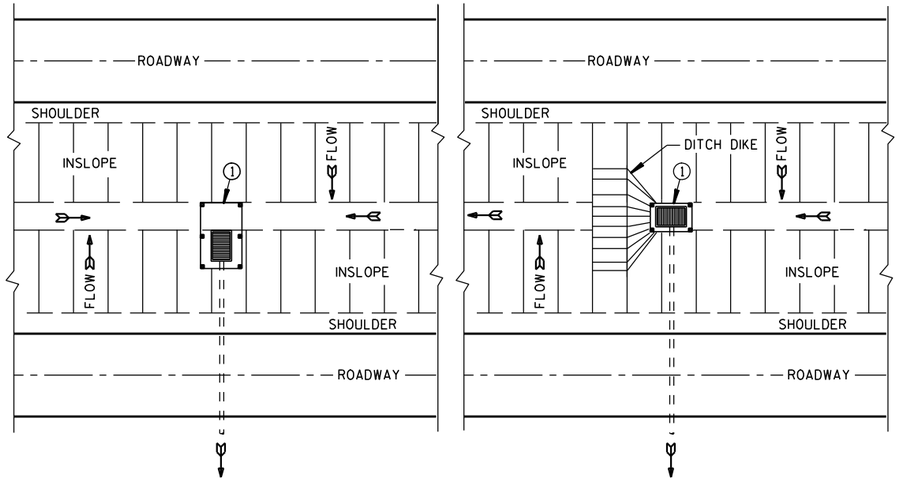
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



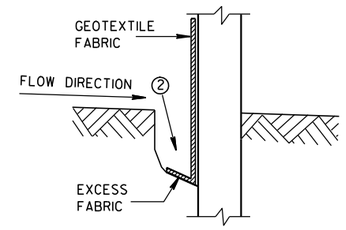
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

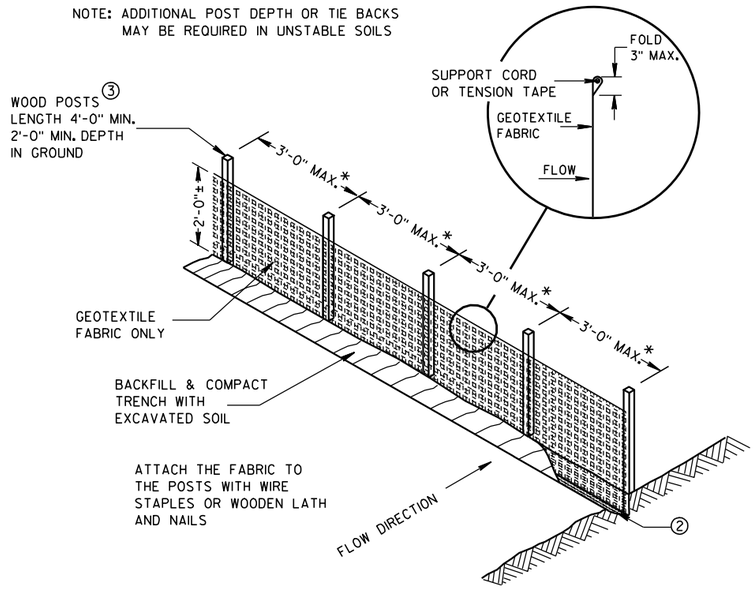
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

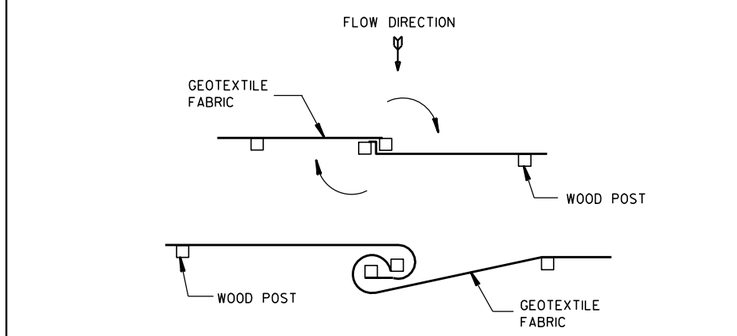
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



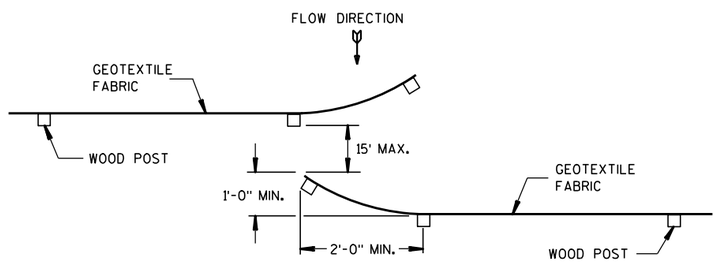
TRENCH DETAIL



SILT FENCE

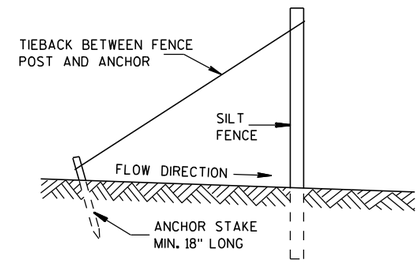


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

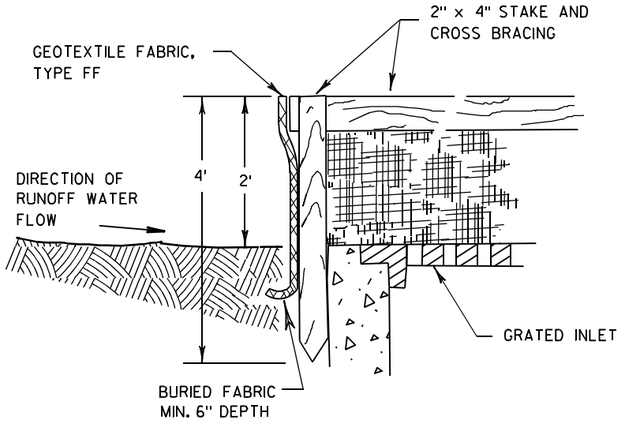
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

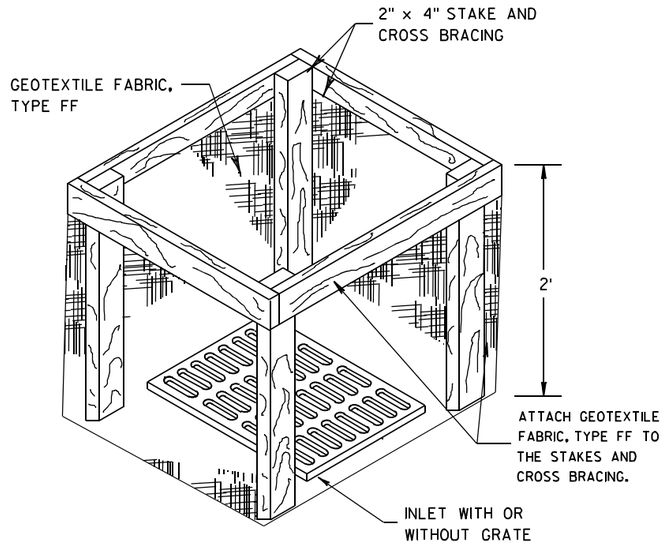
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S.D.D. 8 E 9-6

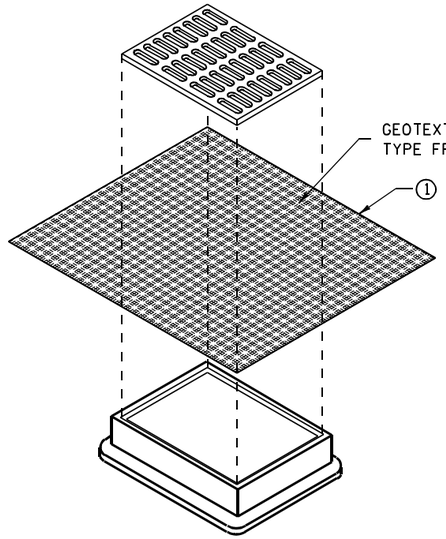
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S.D.D. 8 E 9-6



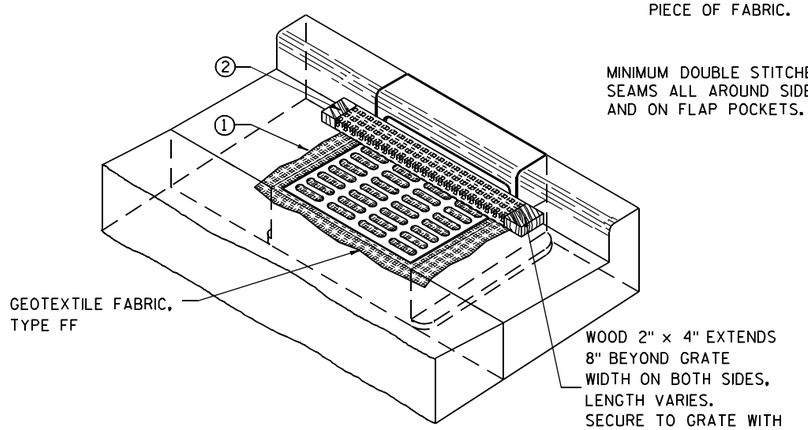


INLET PROTECTION, TYPE A

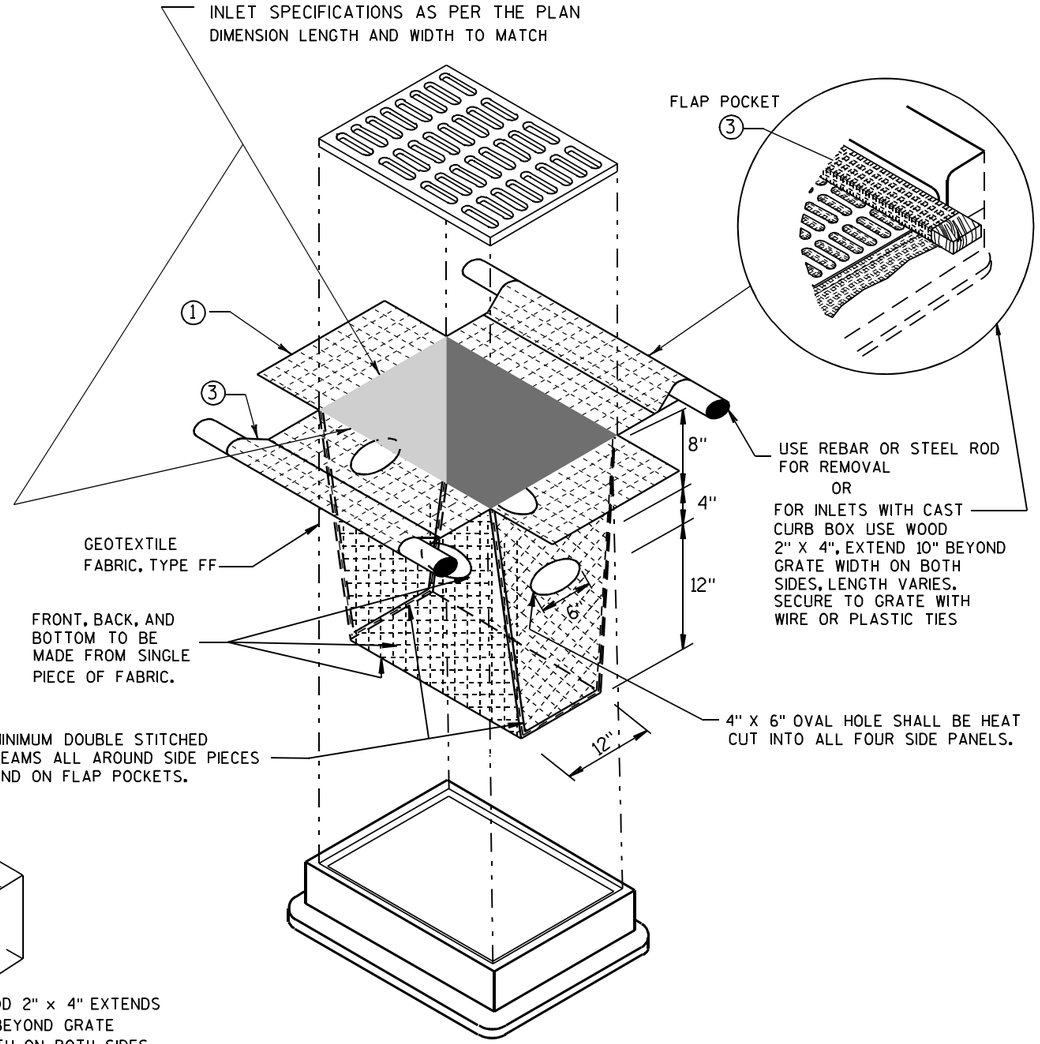


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

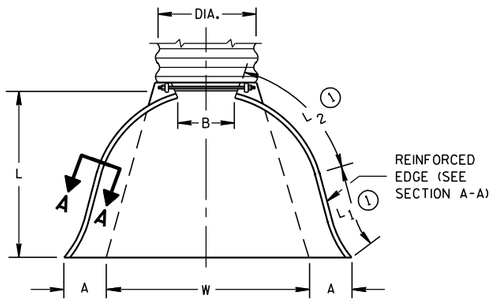
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

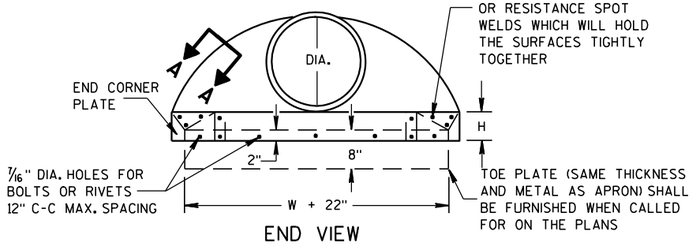
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

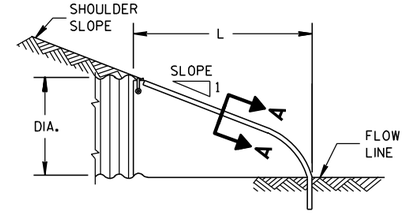
*MINIMUM
**MAXIMUM



PLAN VIEW

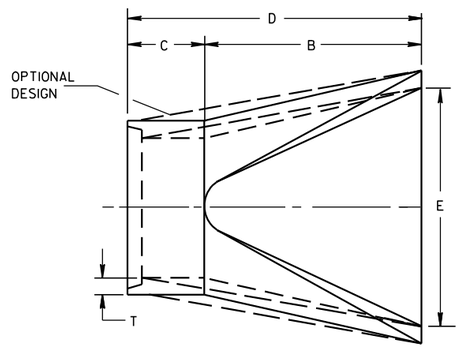


END VIEW

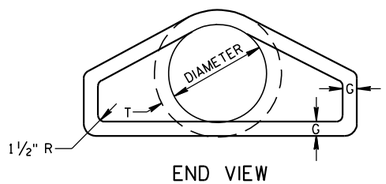


SIDE ELEVATION

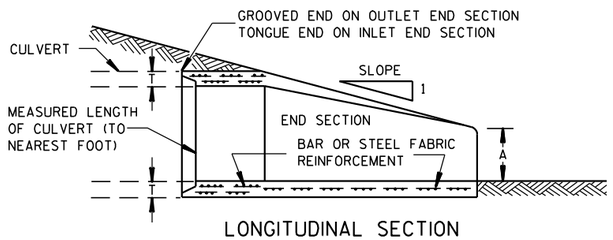
METAL ENDWALLS



PLAN

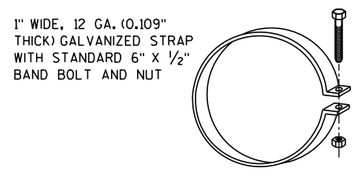


END VIEW



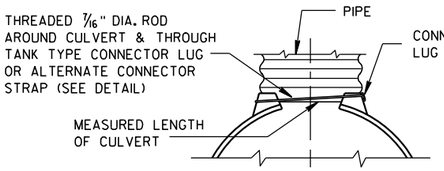
LONGITUDINAL SECTION

CONCRETE ENDWALLS

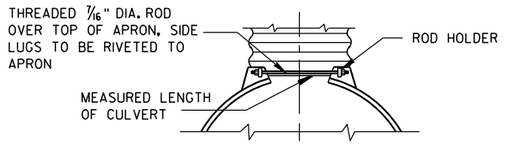


ALTERNATE FOR TYPE 1 CONNECTION

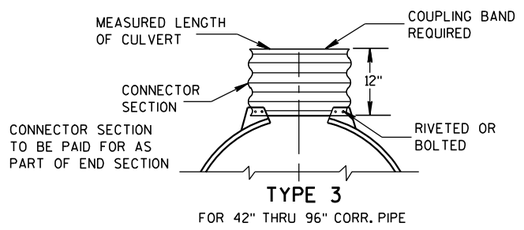
END SECTION CONNECTOR STRAP



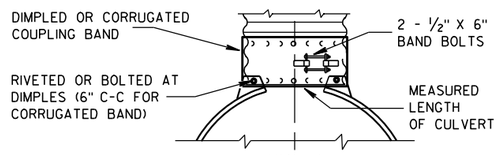
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

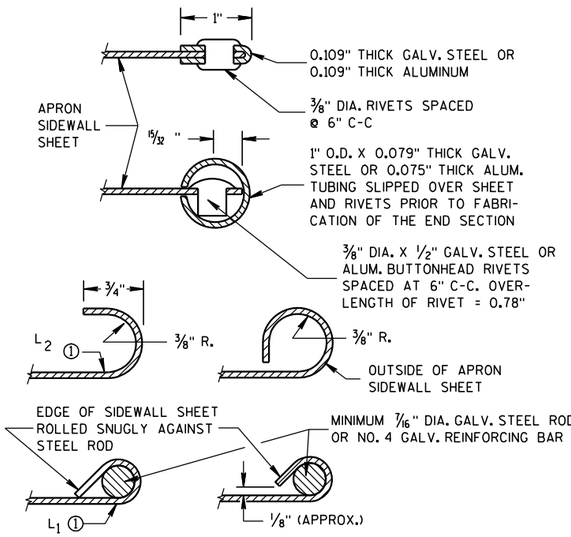
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

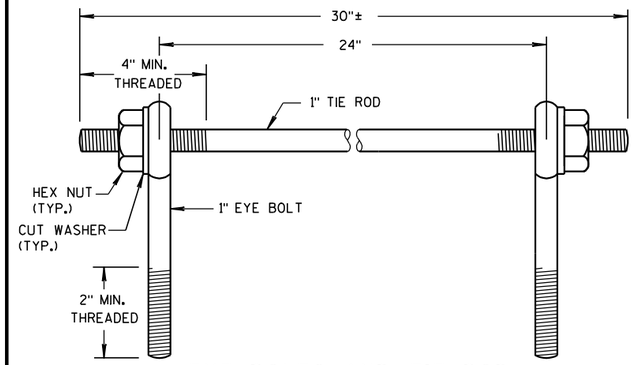
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

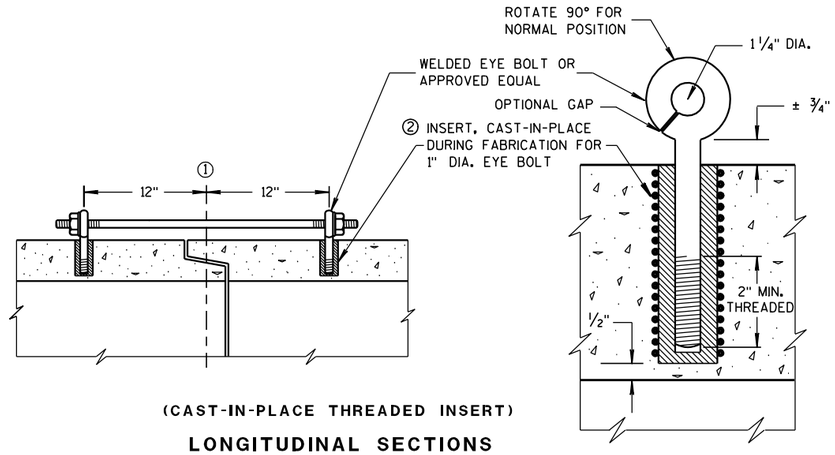
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith 375
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

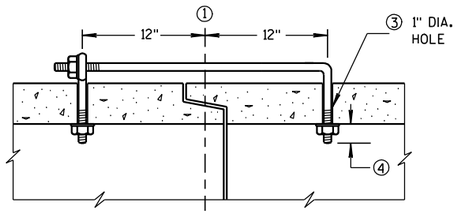
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

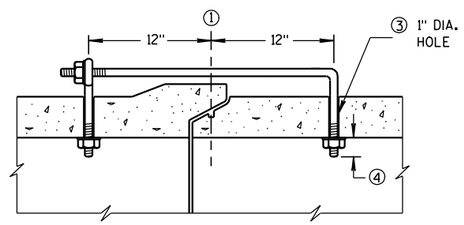
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

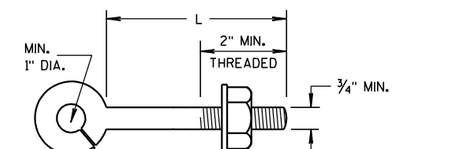


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

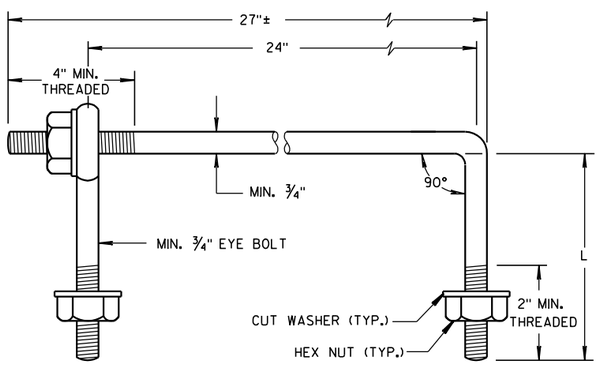
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

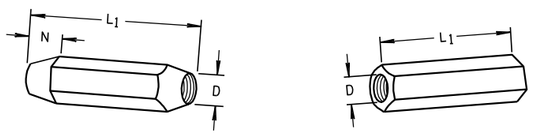
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

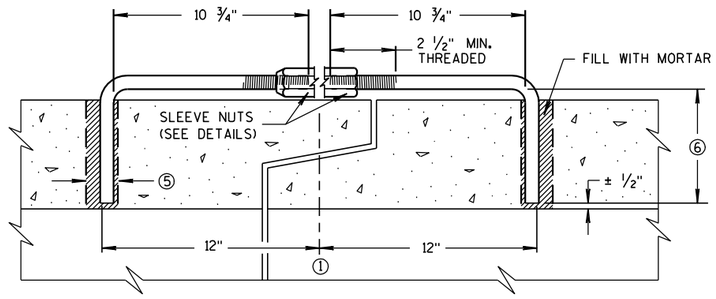
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

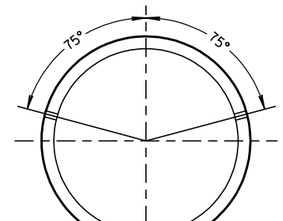
SLEEVE NUTS



LONGITUDINAL SECTION

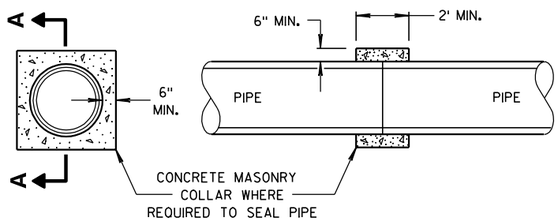
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

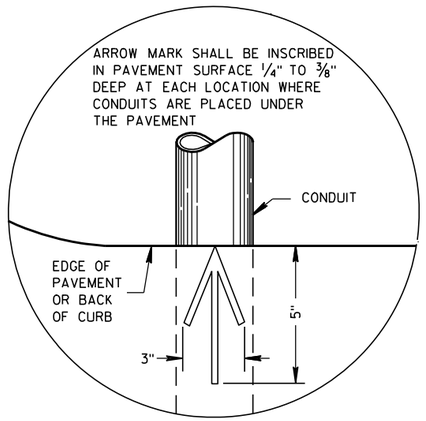
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
376
FHWA

6

S.D.D. 8 F 4-7

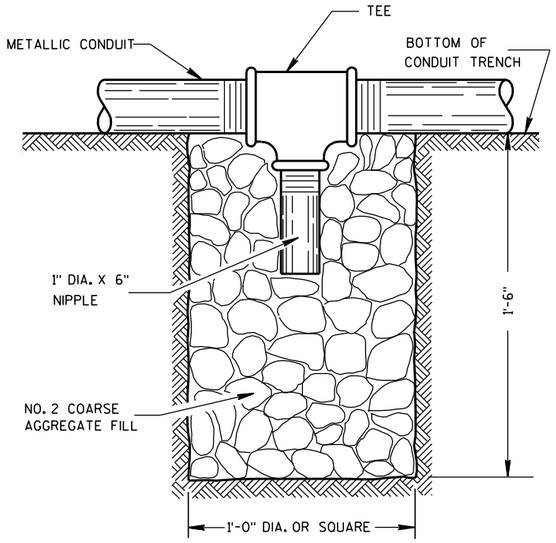
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S.D.D. 8 F 4-7



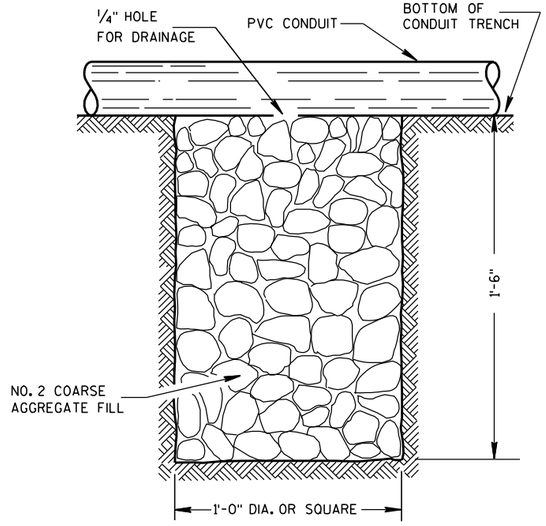
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

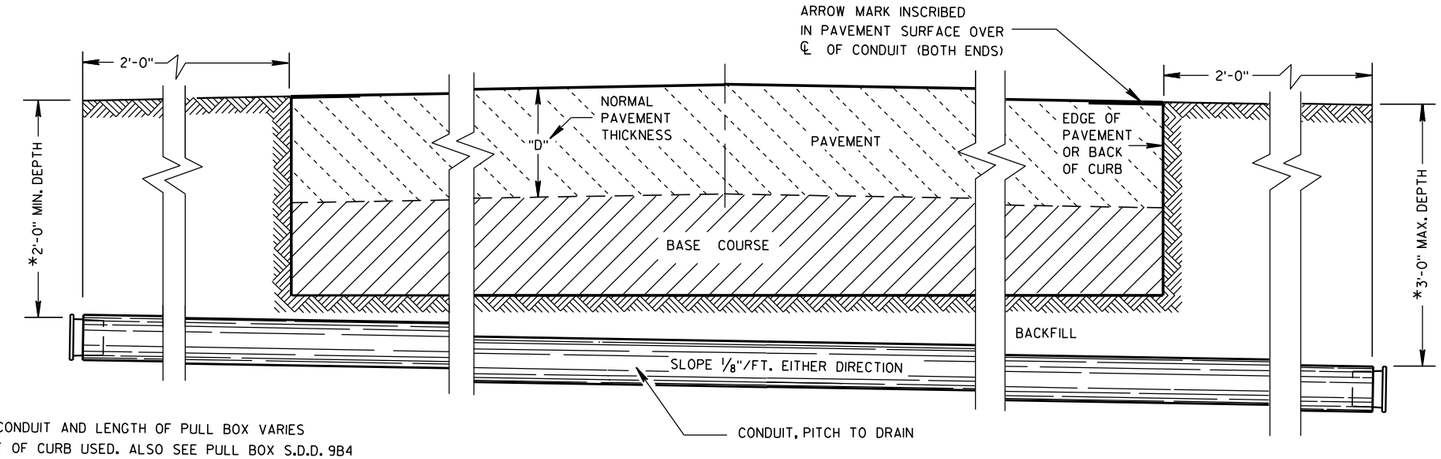
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/23/03 — DATE

/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI 377 HWYS

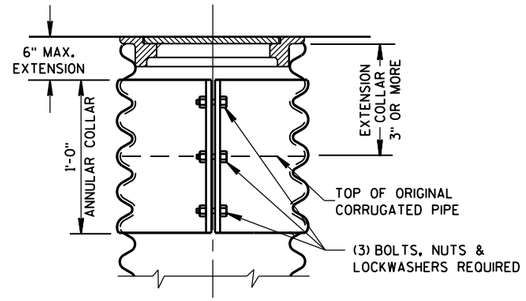
FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

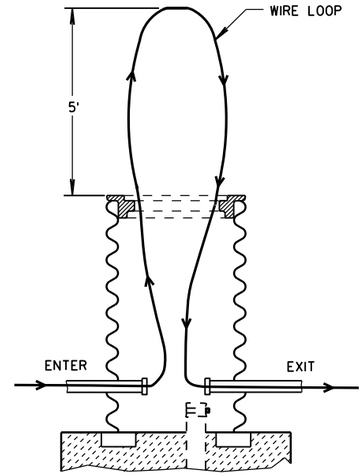
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

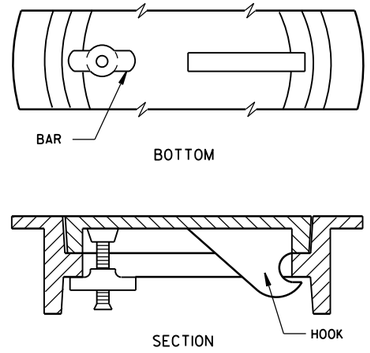
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

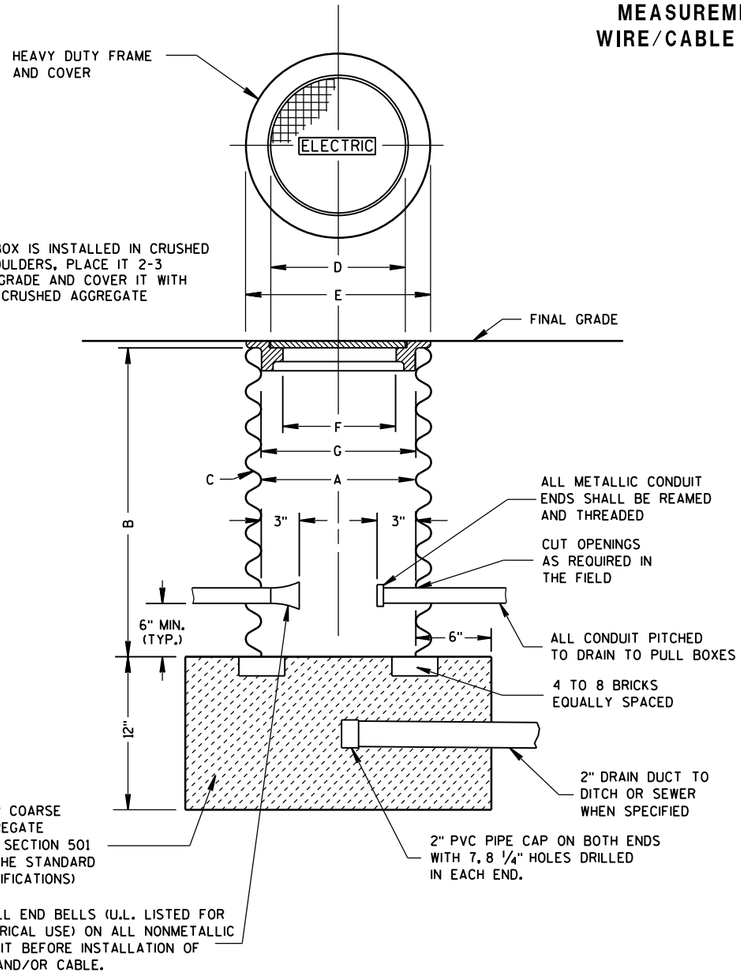


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



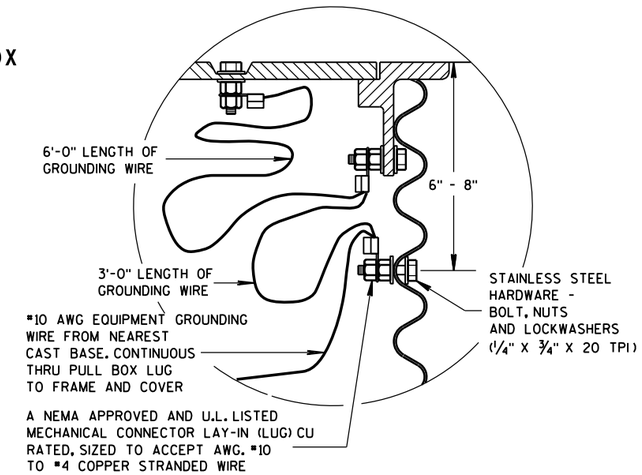
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

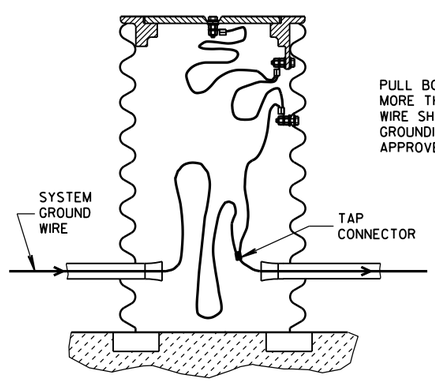


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

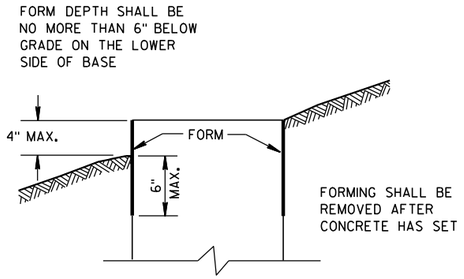
S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

PULL BOX	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
2-7-2013 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

6

S.D.D. 9 B 4-10



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

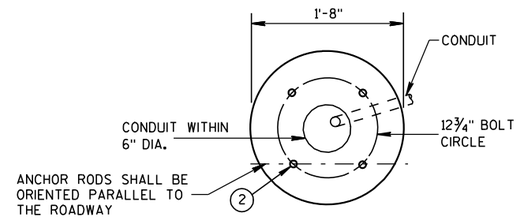
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

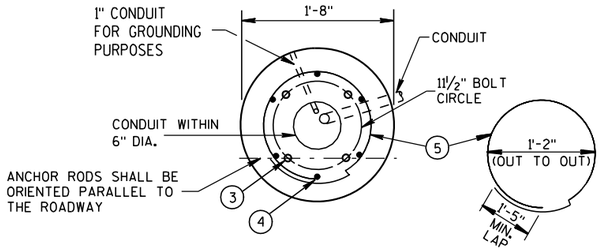
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

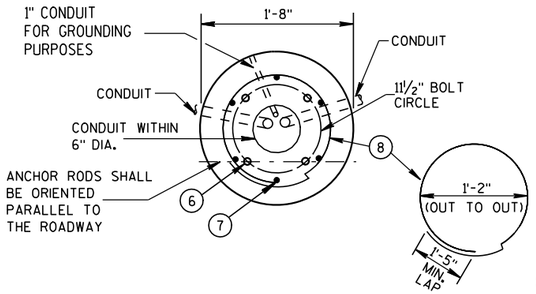
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

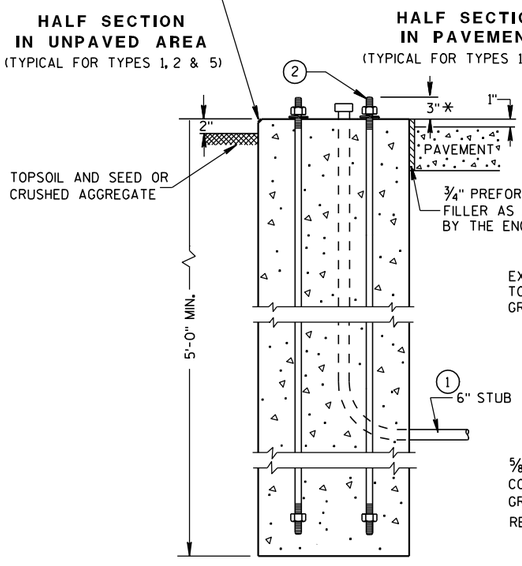






FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

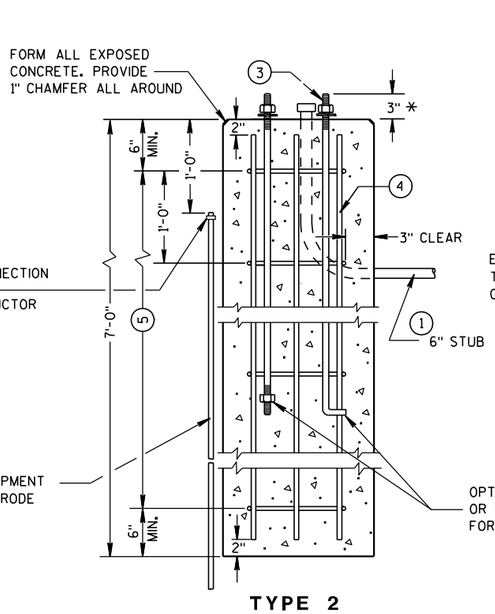
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2 & 5)



HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2 & 5)

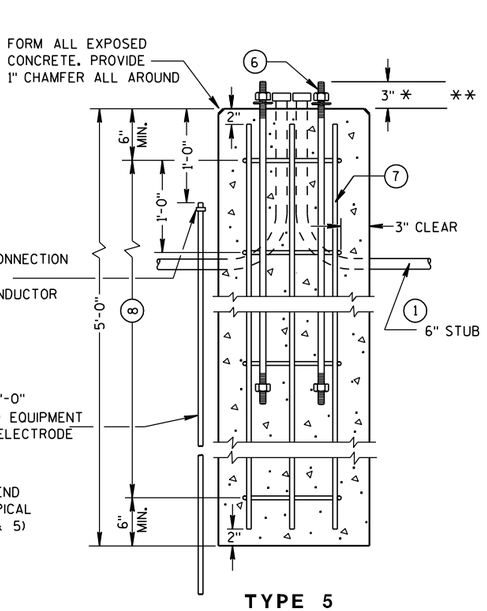
TYPE 1

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



TYPE 2

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



TYPE 5

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/3/10 — DATE
/S/ Joanna L. Rush — STATE ELECTRICAL ENGI
379 — HWYS
FHWA

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S.D.D. 9 C 2-6

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

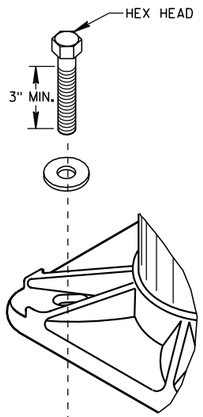
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

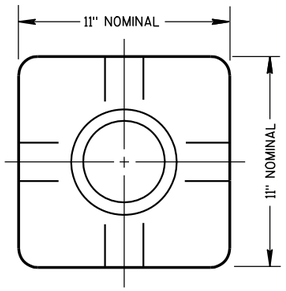
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

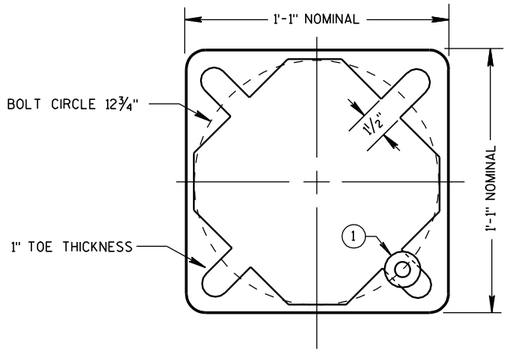
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

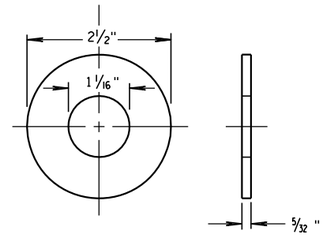




TOP VIEW
(PEDESTAL BASE)

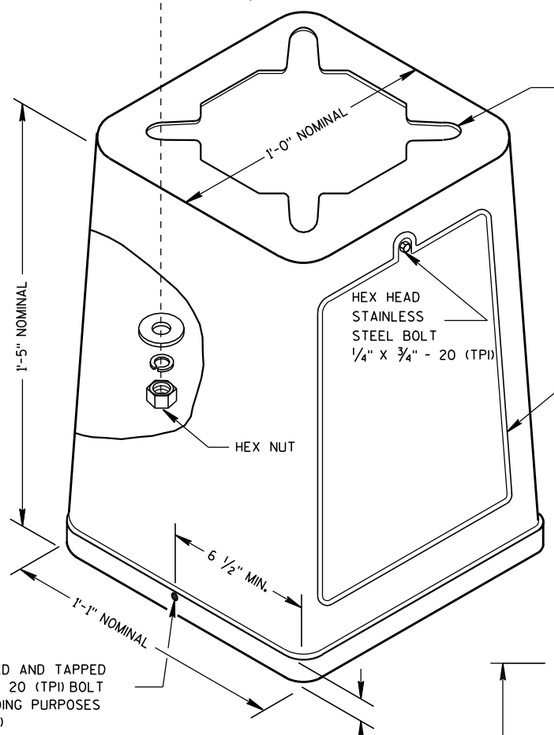


BOTTOM VIEW
(PEDESTAL BASE)

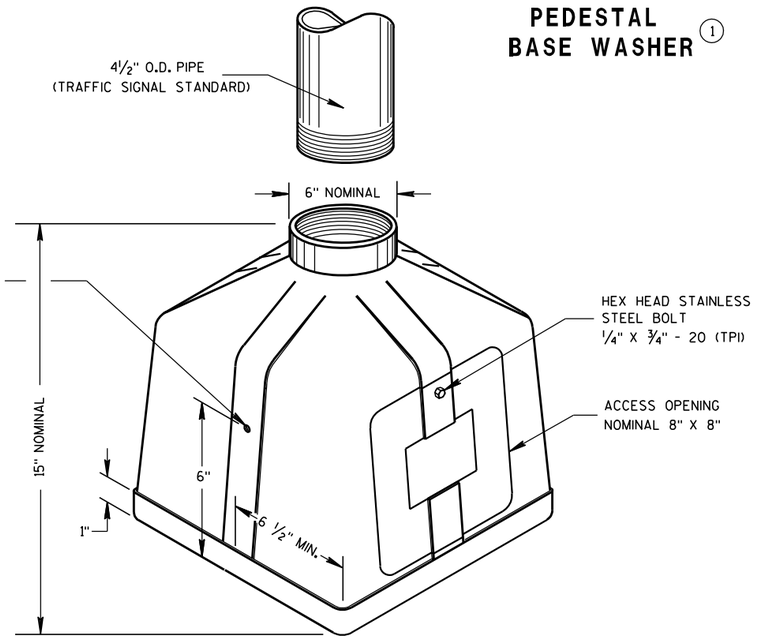


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

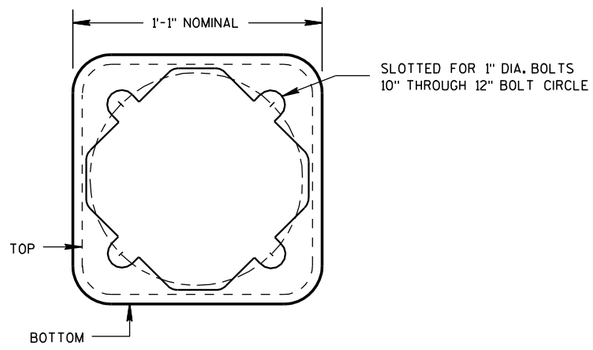


ISOMETRIC VIEW

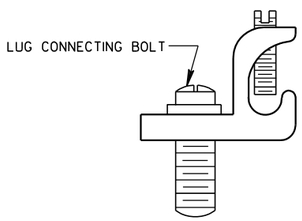


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

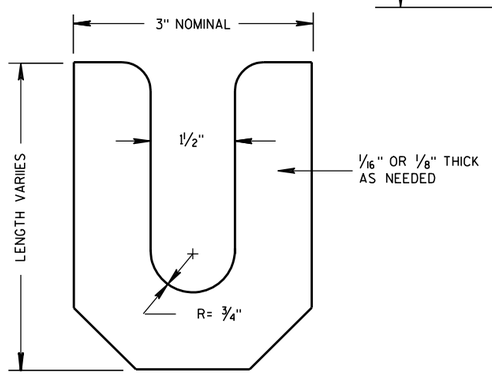


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/27/09 — DATE
/S/ Joanna L. Rich — STATE ELECTRICAL ENGI
380
HWYS
FHWA

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S.D.D. 9 C 3-3

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S.D.D. 9 C 3-3

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE 1" X 60".

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

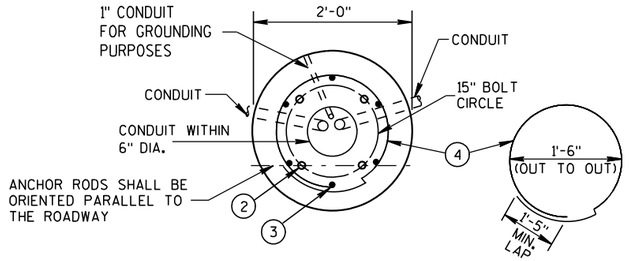
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

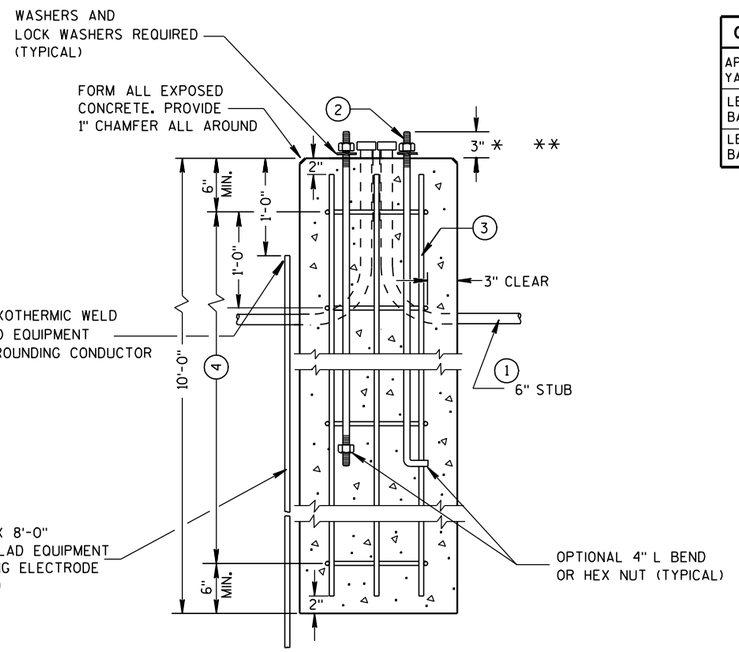
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 5'-0" ANCHOR RODS

(3) (6) NO. 6 X 9'-8" BAR STEEL REINFORCEMENT.

(4) (10) NO. 4 X 6'-2" BAR STEEL REINFORCEMENT @ 1'-0" C-C.



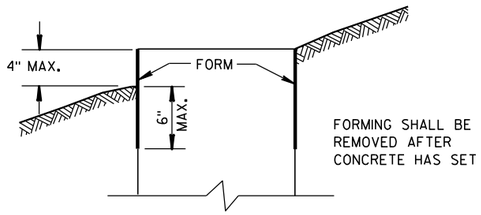


CONCRETE BASE, TYPE 8 (FOR 50' LIGHT POLES)

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

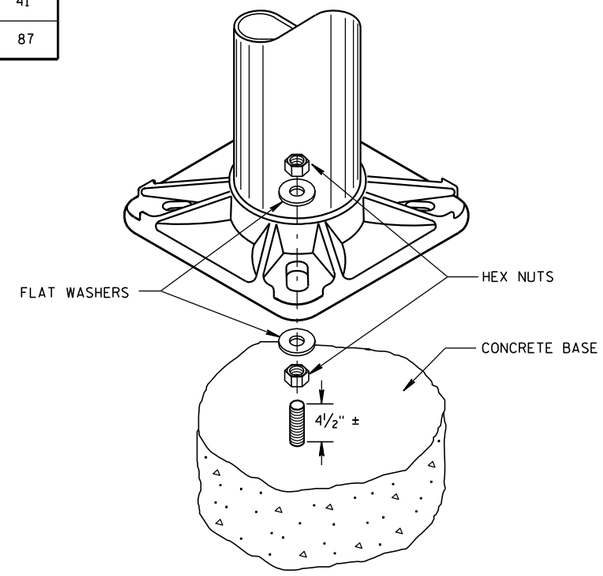
** FOR NONBREAKAWY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	1.2
LBS. OF HOOP BAR STEEL	41
LBS. OF VERTICAL BAR STEEL	87



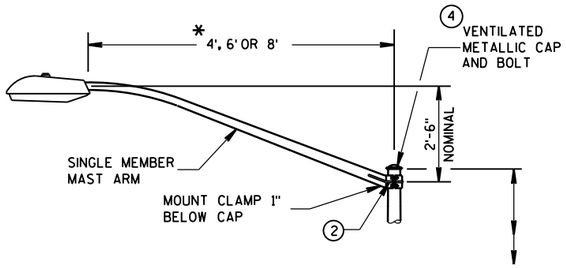
NON-BREAKAWAY INSTALLATION (LEVELING NUT)

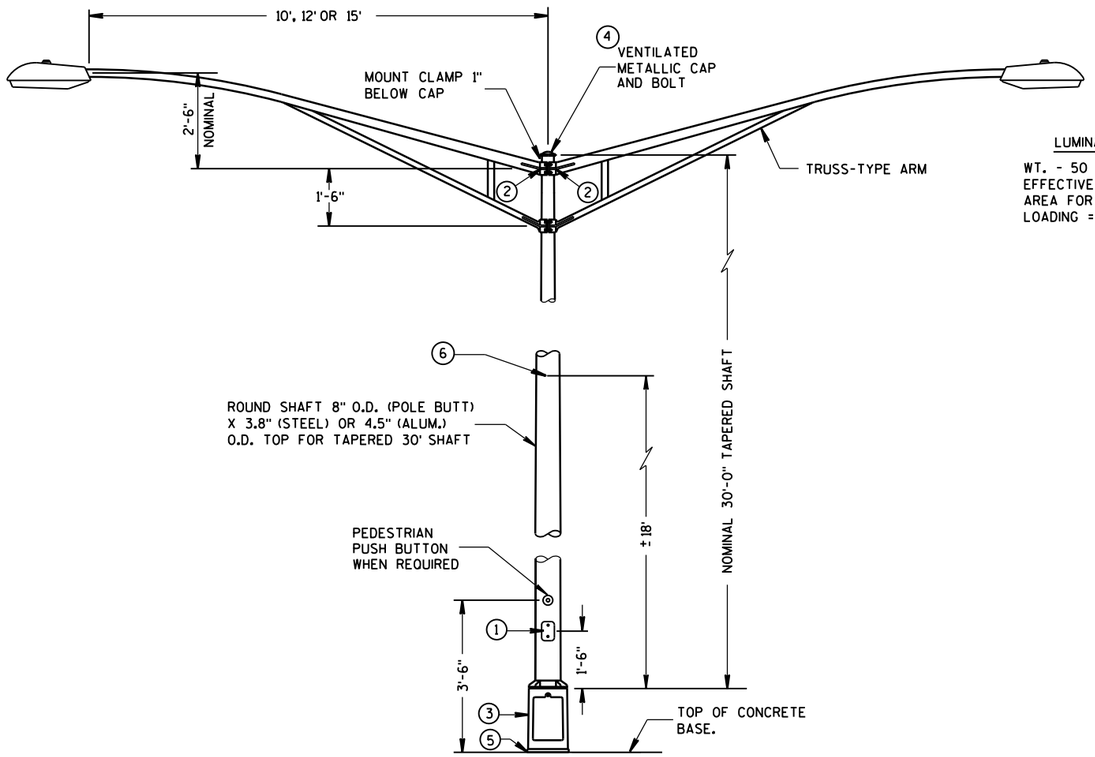
CONCRETE BASE, TYPE 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/3/10 DATE
/S/ Joanna L. Bush STATE ELECTRICAL ENGI
381 HWYS
FHWA

*RISE FOR 4' ARM SHALL BE 2'-0".

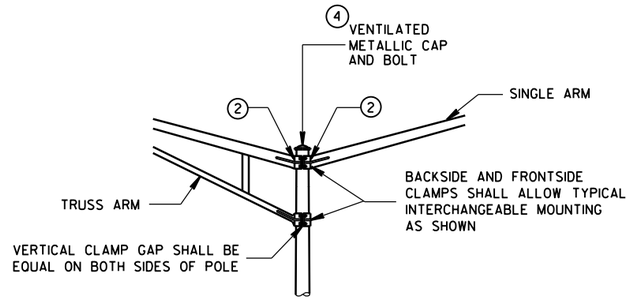




TYPE 5 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

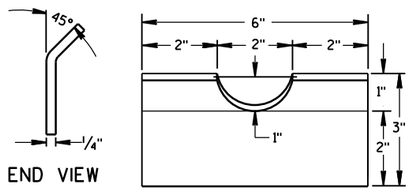
S.D.D. 9 E 1-12d

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 9 E 1-12d

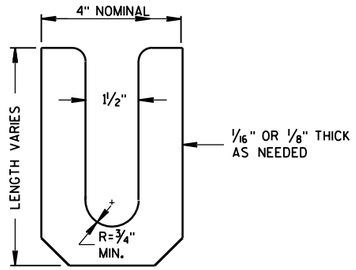


END VIEW

FRONT VIEW

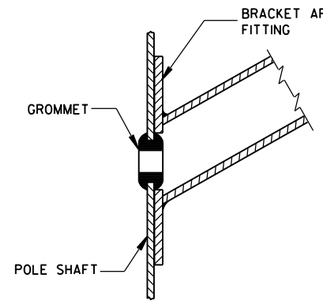
RECTANGULAR CLAMP SHIM

(4 TO A SET)

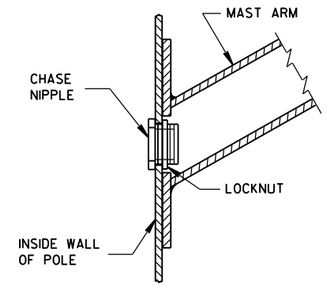


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

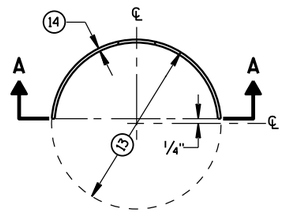
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

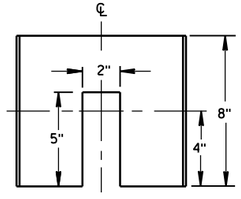
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



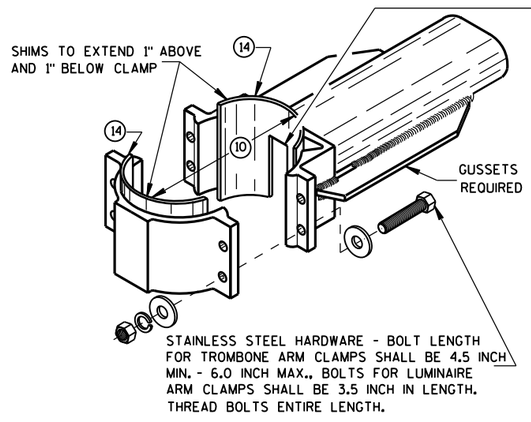
PLAN VIEW



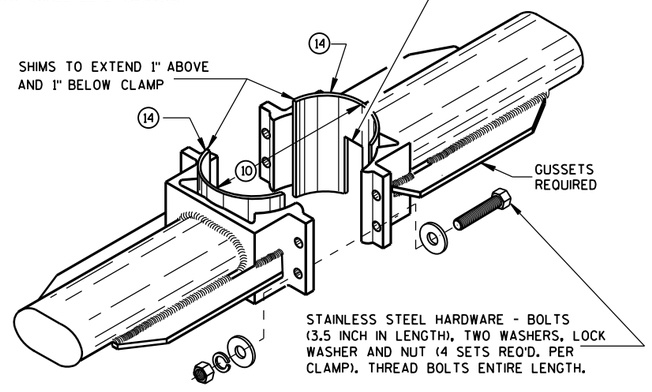
SECTION A-A

CIRCULAR CLAMP SHIM

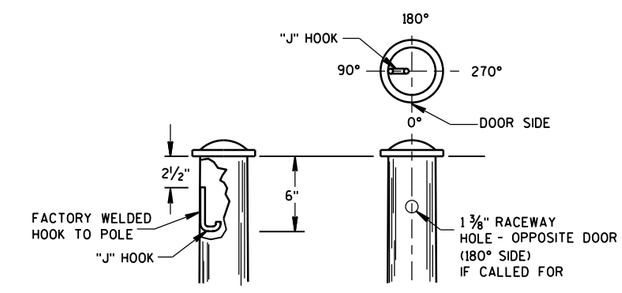
(2 TO A SET)



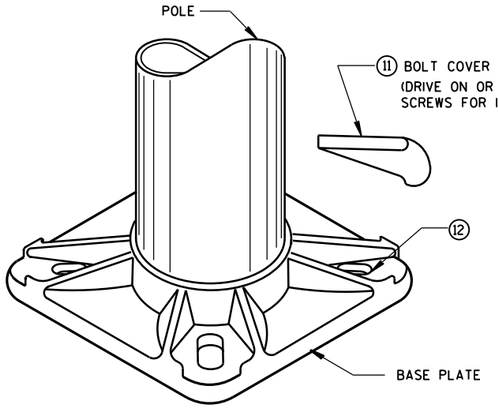
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



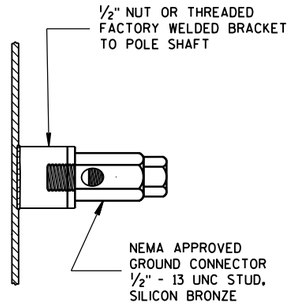
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

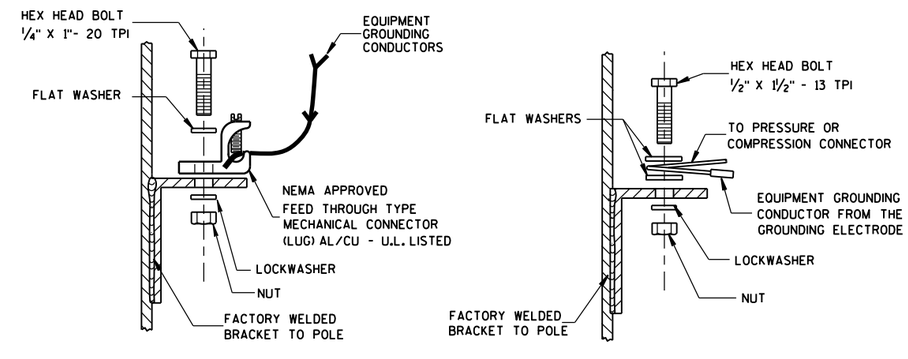


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

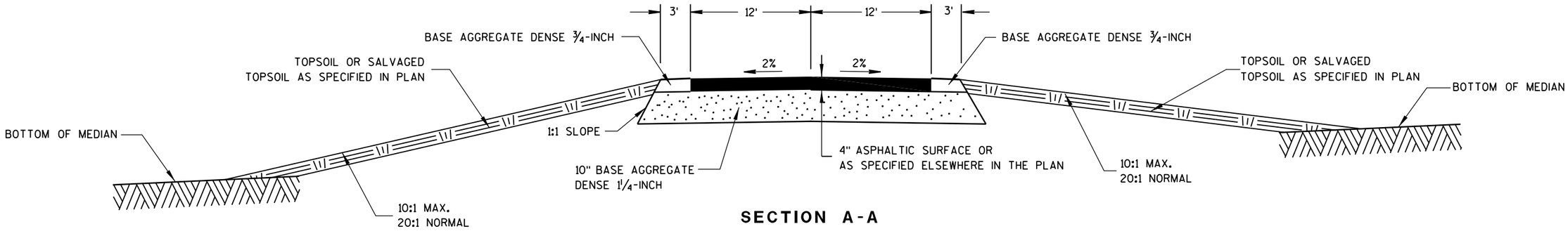
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

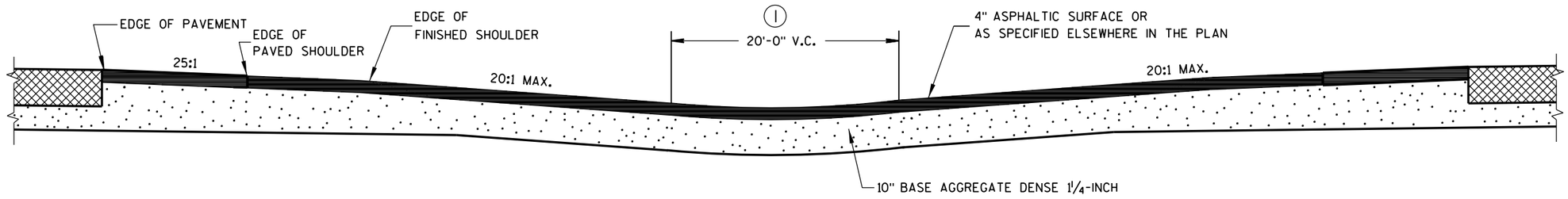
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/7/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

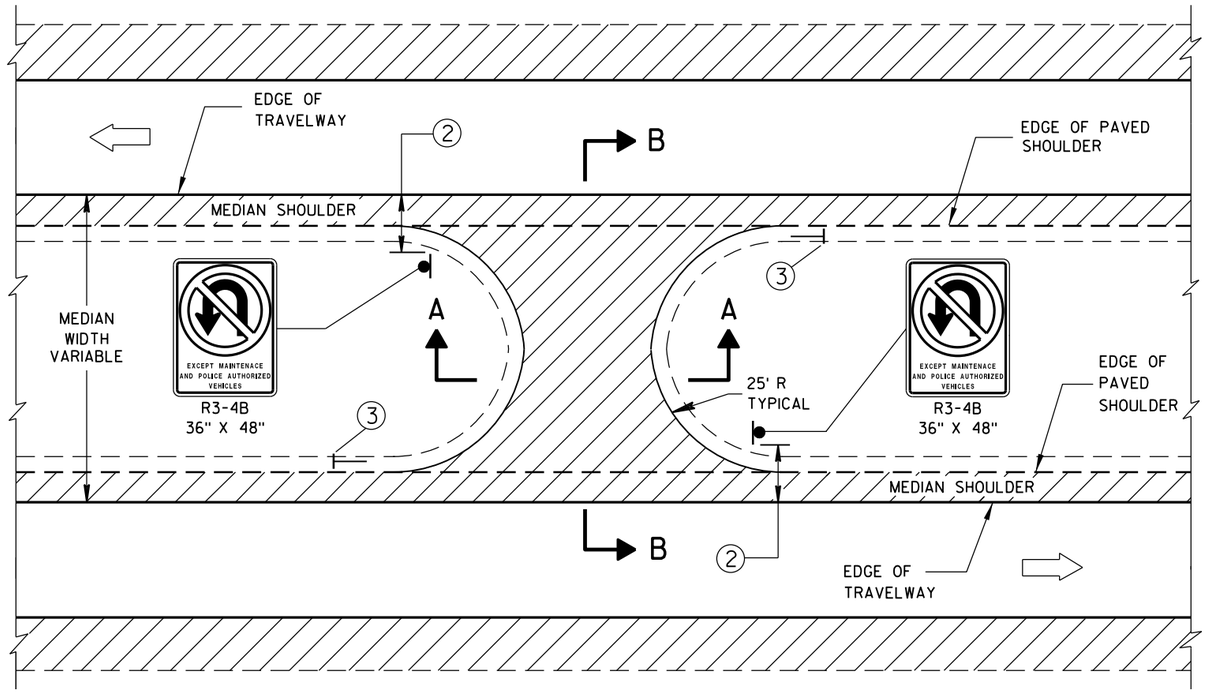
6
S.D.D. 9 E 1-12g



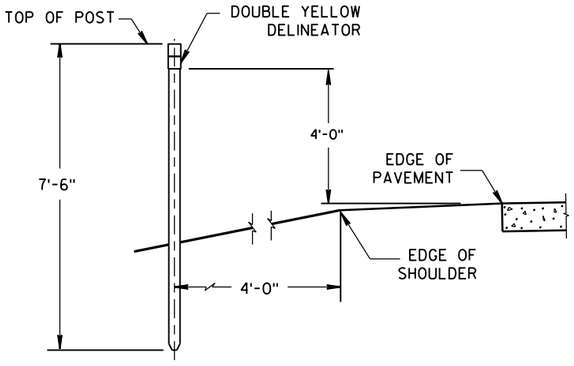
SECTION A-A



SECTION B-B



PLAN VIEW



DOUBLE YELLOW DELINEATOR INSTALLATION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.

(2) SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

(3) INSTALL DOUBLE YELLOW DELINEATOR. SEE STANDARD DETAIL DRAWING 15A2.

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

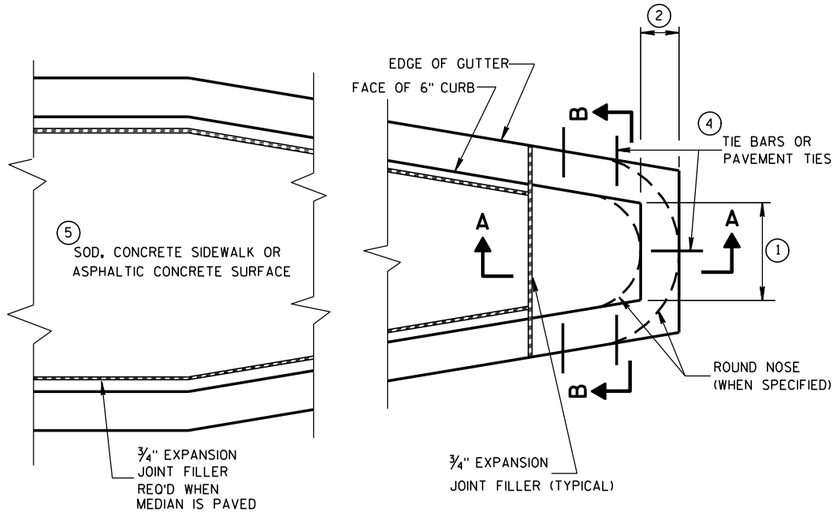
FHWA

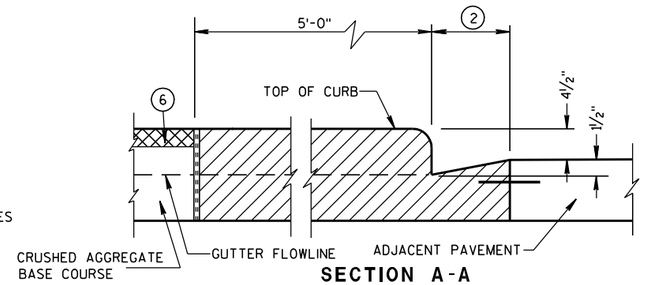
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S.D.D. 11 A 1-5

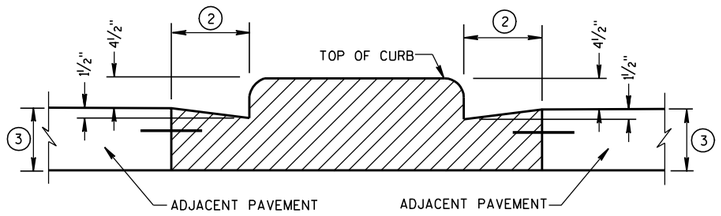
6

S.D.D. 11 A 1-5





SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

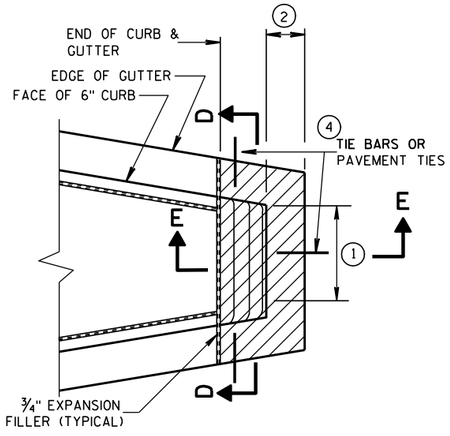
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

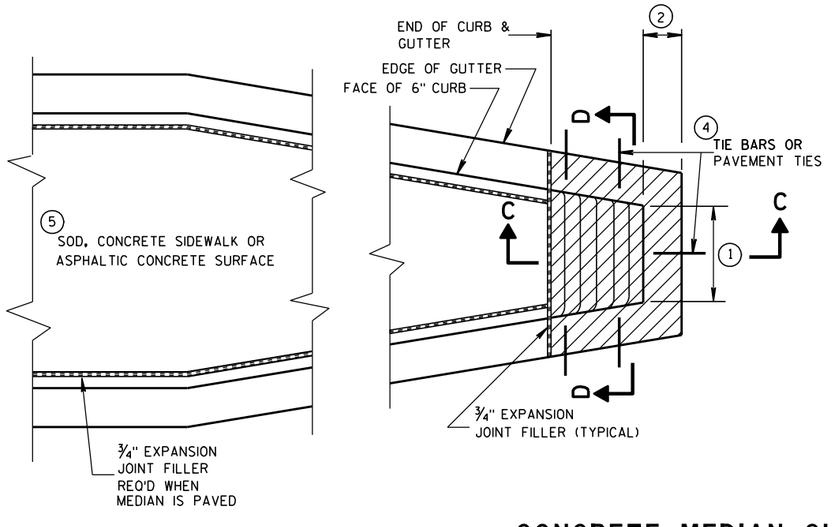
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

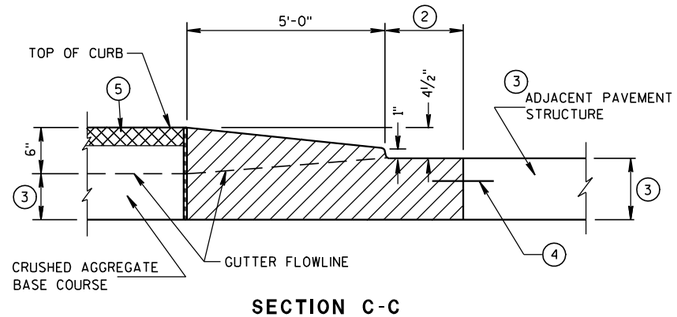
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

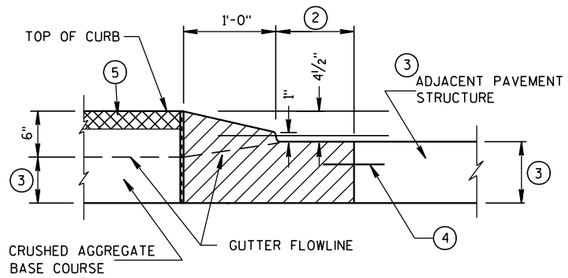
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.







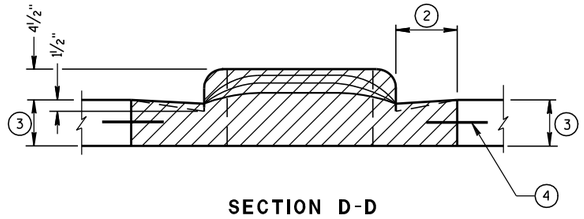
SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 1

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

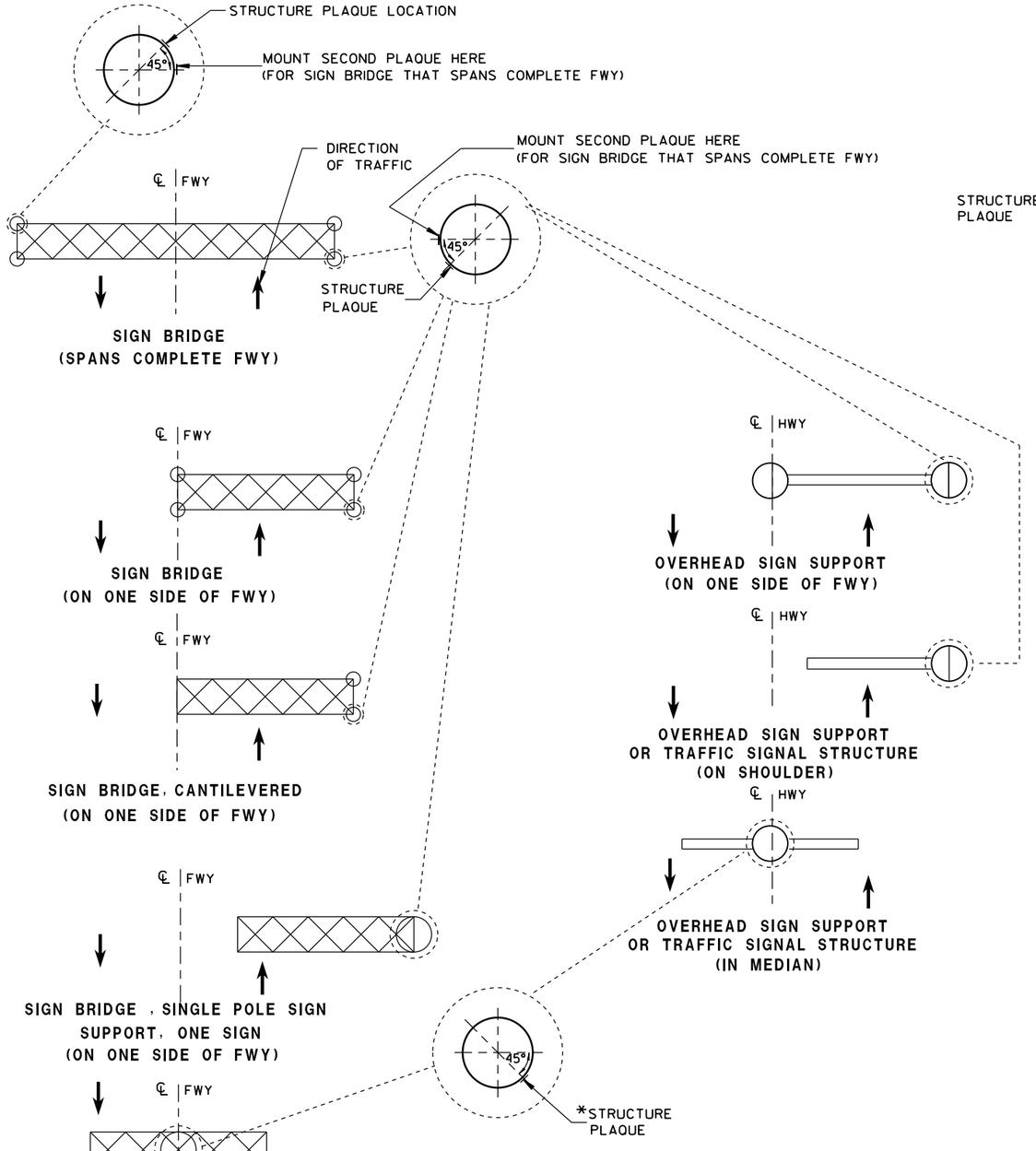
CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER 385 NT

6

S.D.D. 11 B 2-2

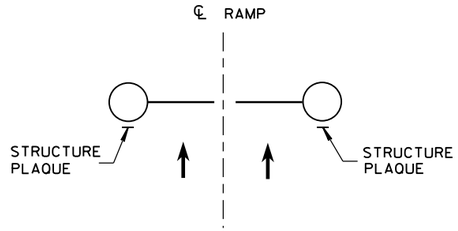
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S.D.D. 11 B 2-2

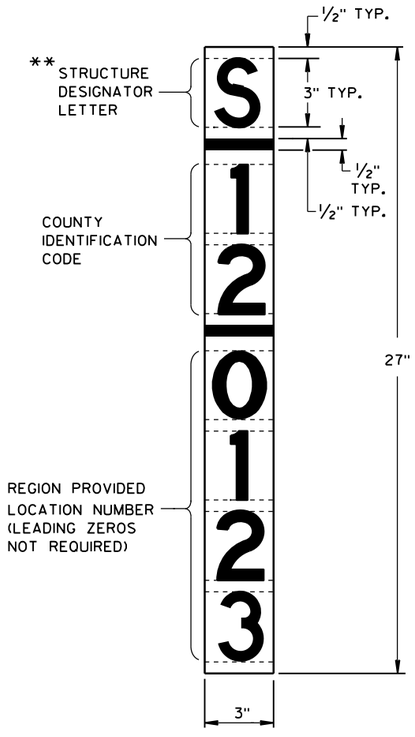


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

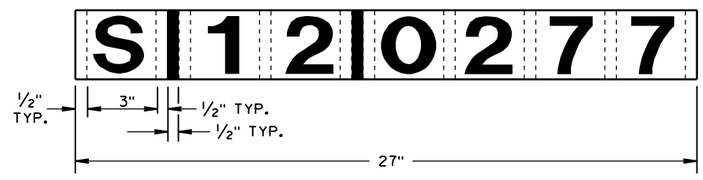
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

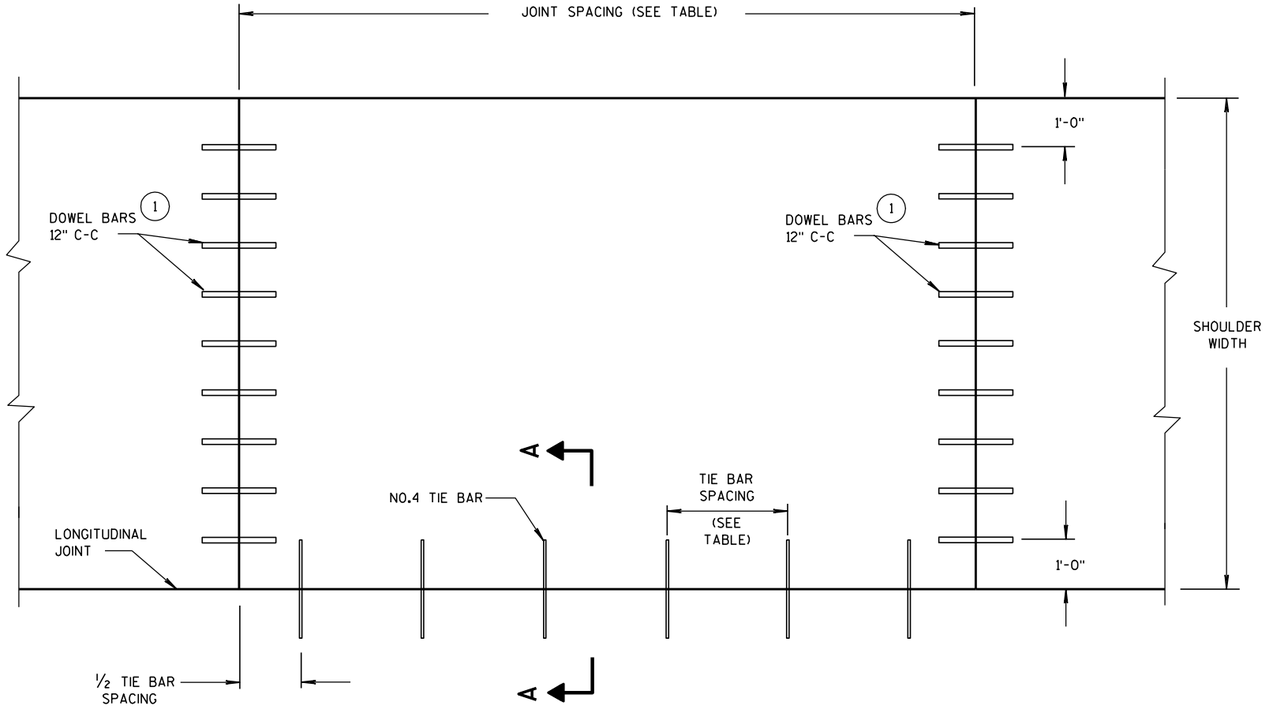
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 12 A 4-3

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S.D.D. 12 A 4-3



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

PAVEMENT TYPE OF TRAFFIC LANES	TIE BAR SPACING	SHOULDER JOINT SPACING
NON-REINFORCED	30"	MATCH JOINT SPACING OF ADJACENT TRAFFIC LANE
CONTINUOUSLY REINFORCED	30"	15' FOR 6' TO 10' WIDE SHOULDERS
CONTINUOUSLY REINFORCED	36"	12' FOR 3' WIDE SHOULDERS

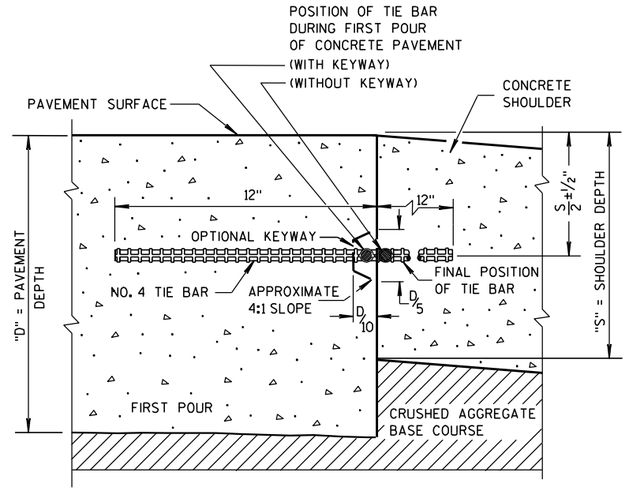
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT

(1) PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FOR THE AVERAGE THICKNESS OF THE CROSS SECTION.

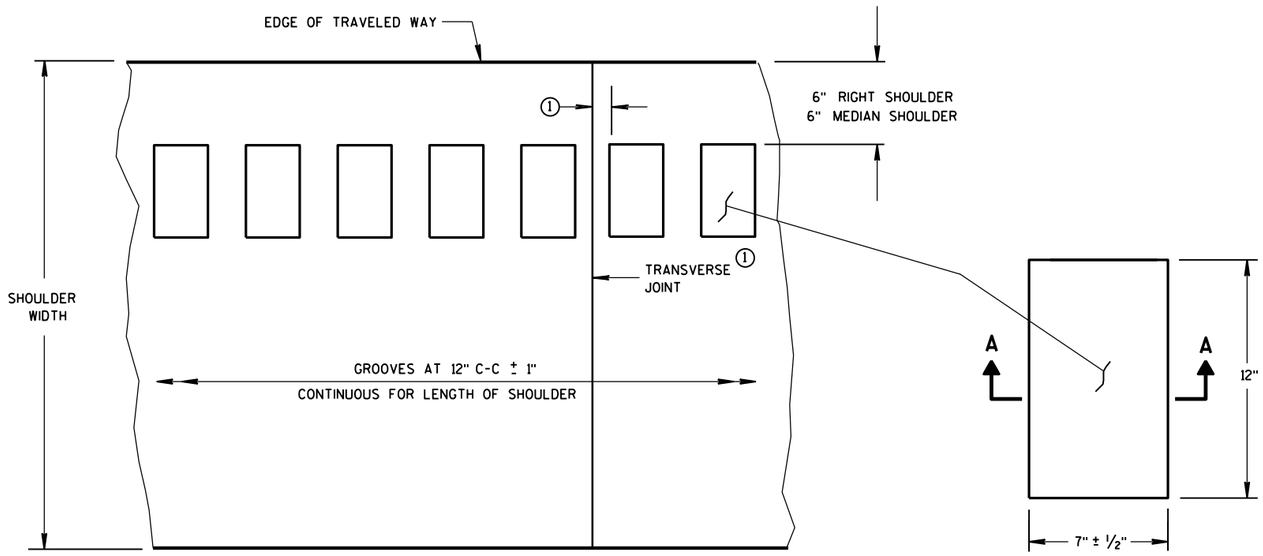
CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/15/2011
DATE
/S/ Deb Bischoff
PAVEMENT POLICY & D
FHWA
INEER

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S.D.D. 13 A 3-5



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

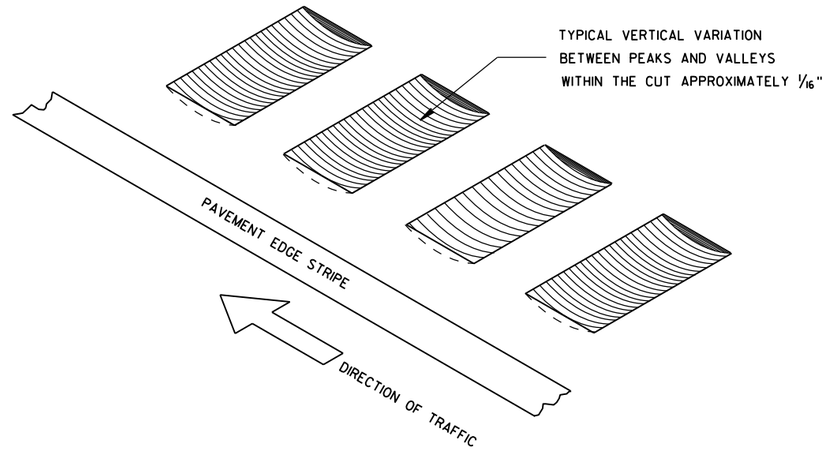
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

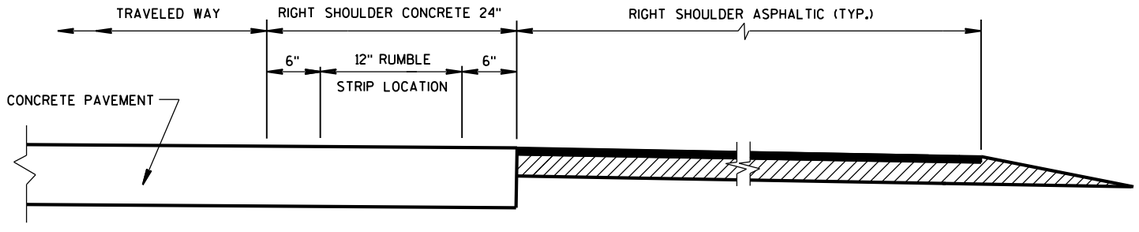
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

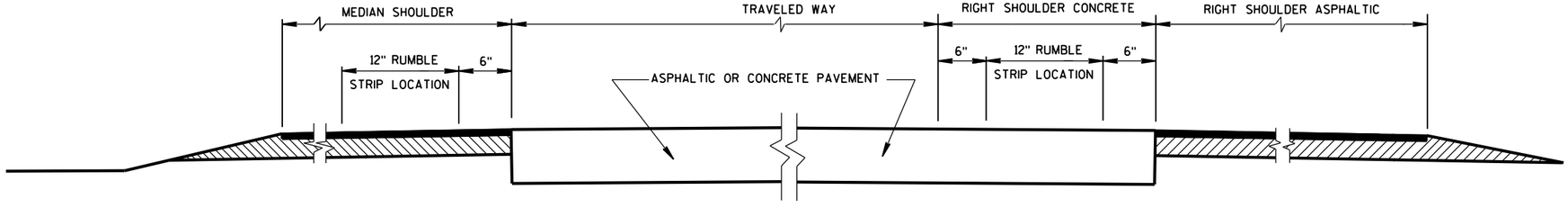
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



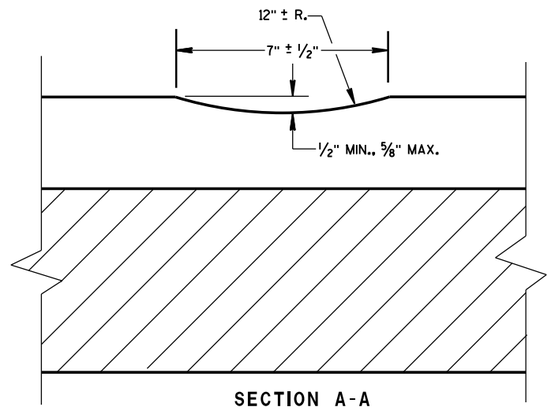
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

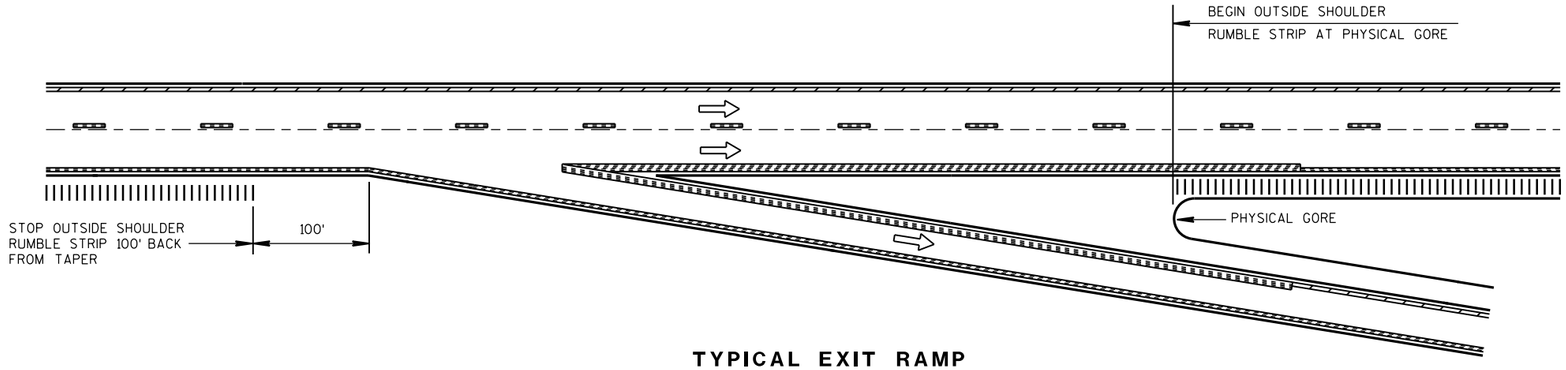
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 13 A 5-5a

6

S.D.D. 13 A 5-5a



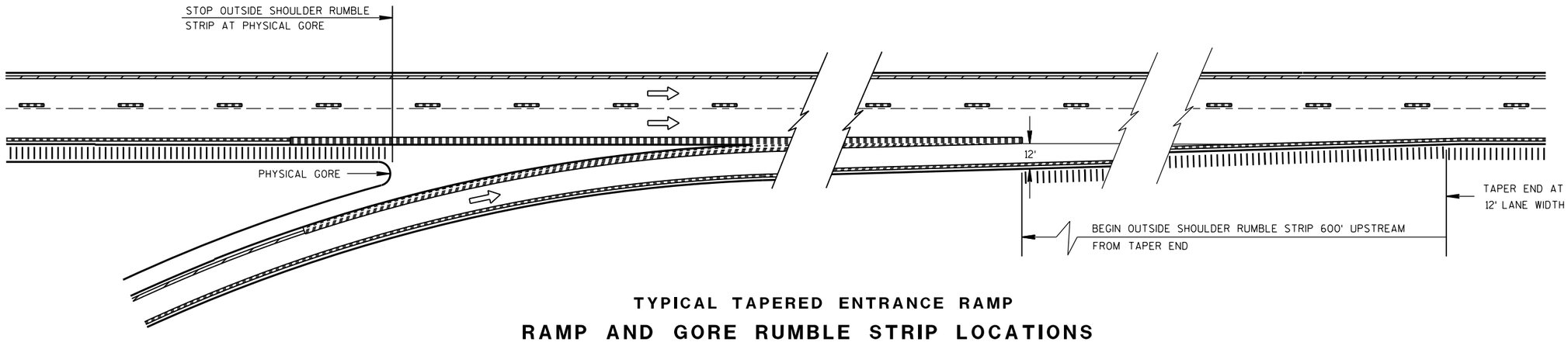
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

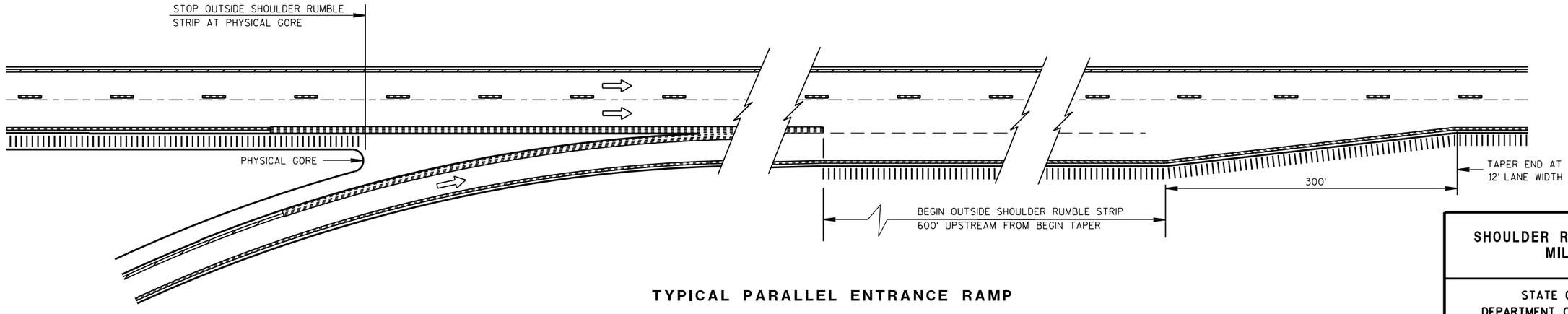
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

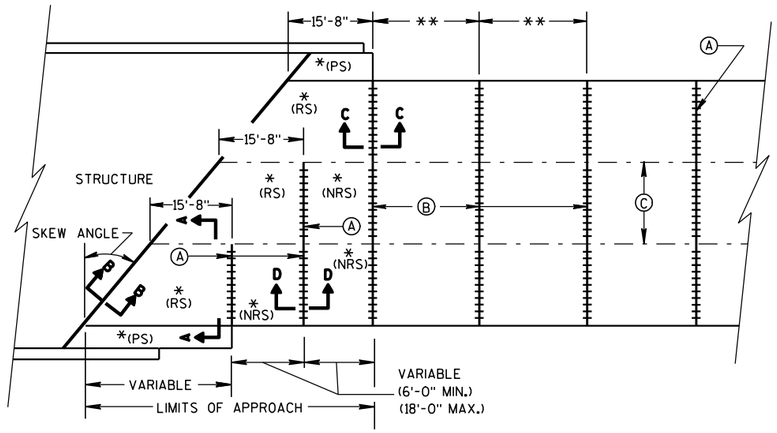
APPROVED
12/17/2012 DATE
/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER
FHWA

6

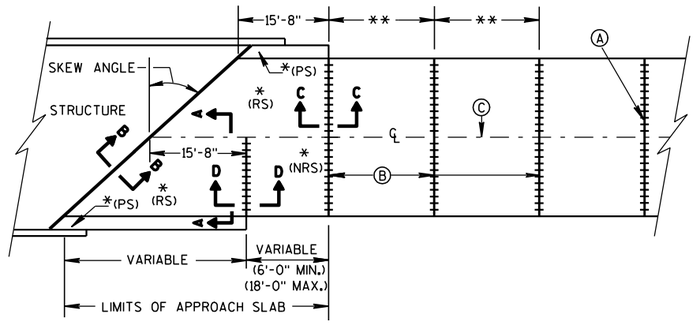
S.D.D. 13 A 5-5b

6

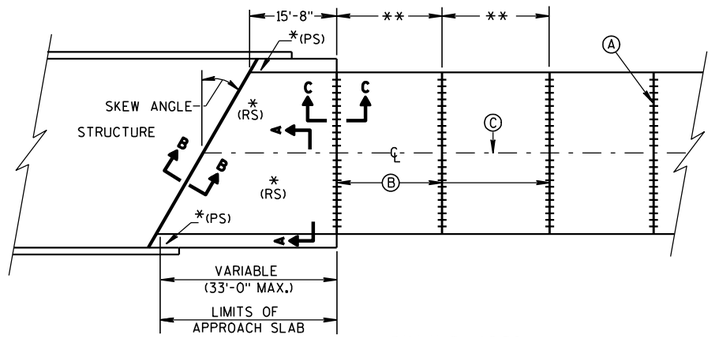
S.D.D. 13 A 5-5b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤30')



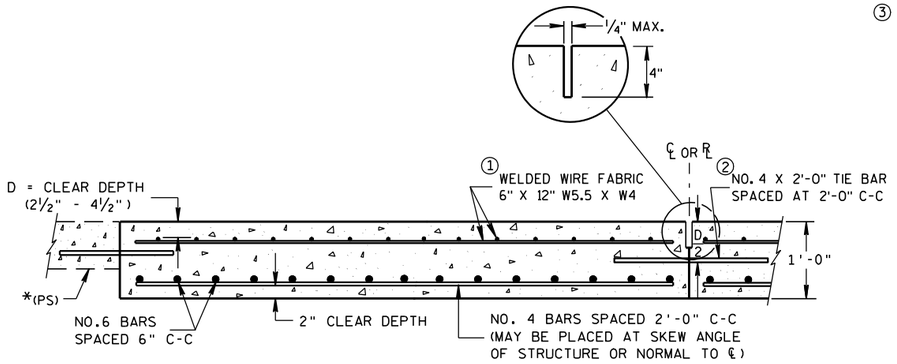
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

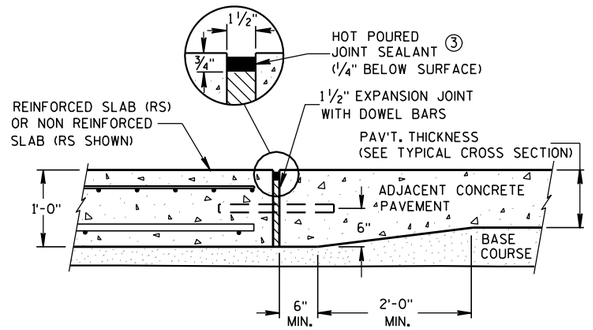
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING
(SEE SDD 13C4, SDD 13C11, & SDD 13C13)

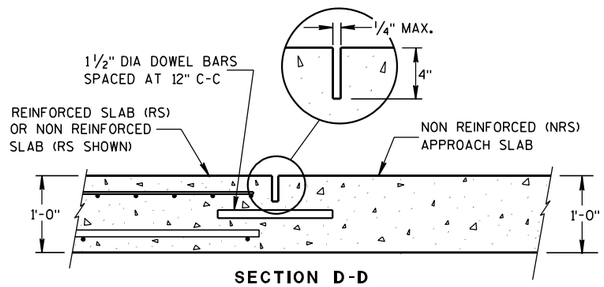
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄
(C) STANDARD LONGITUDINAL JOINT AND TIE BARS.



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



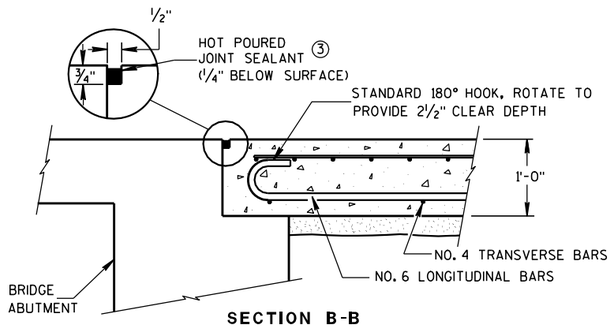
SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

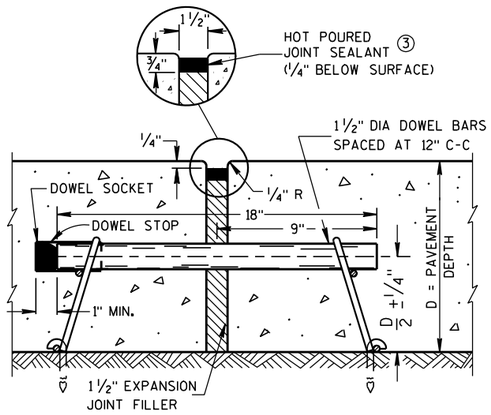
APPROACH SLABS ABUTTING AN HMA PAVEMENT OVER BASE COURSE DO NOT NEED TO BE DOWELED.

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

1. THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.
2. THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.
3. USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT

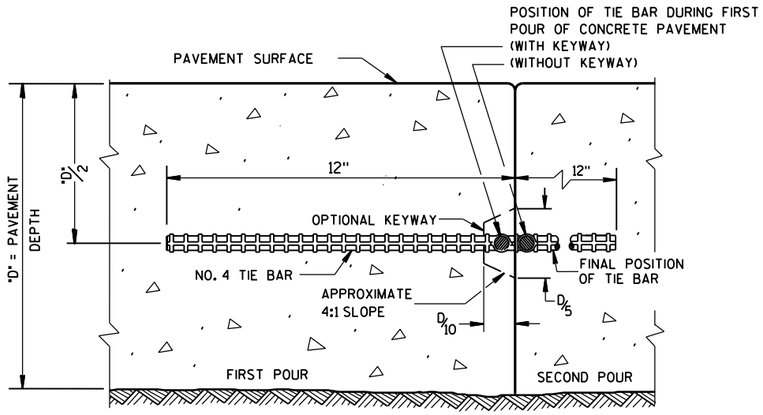


EXPANSION JOINT

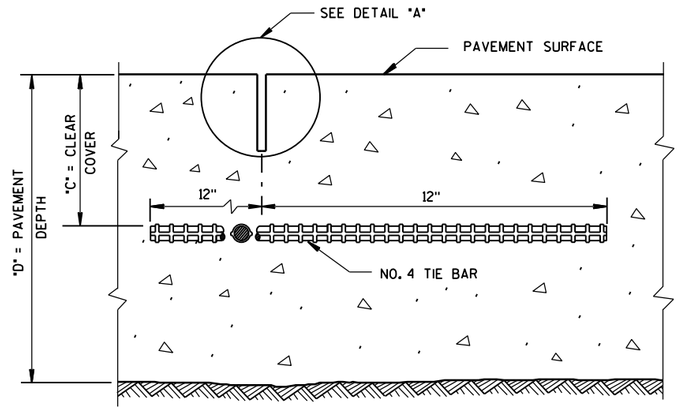
CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/11/2009
DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE 390 NEER
FHWA



CONSTRUCTION JOINT



SAWED JOINT

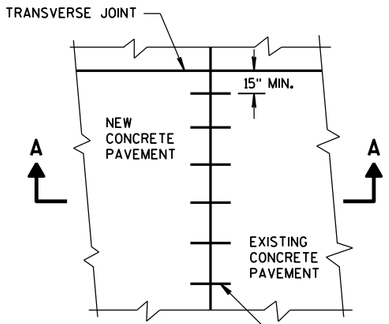
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

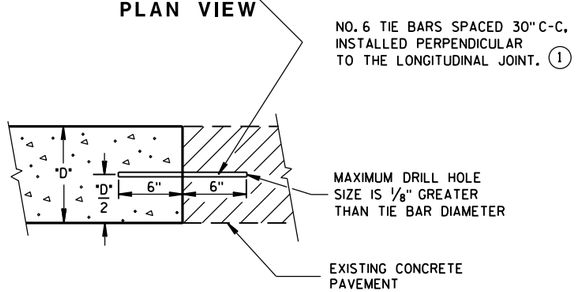
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

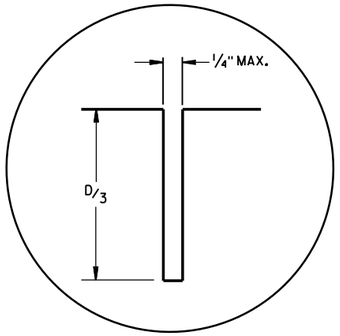


PLAN VIEW



SECTION A-A

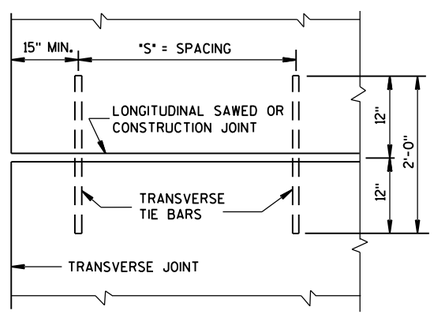
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"

TIE BAR TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥ 30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE ...NEER

FHWA

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S.D.D. 13 C 1-16

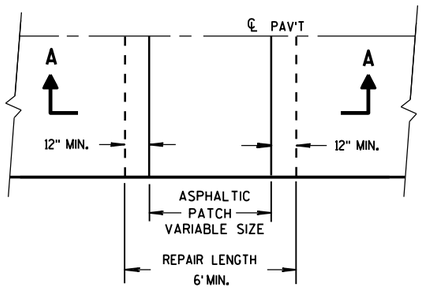
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES. ADDITIONAL SAW CUTS ARE NOT PAID FOR BY THE DEPARTMENT.

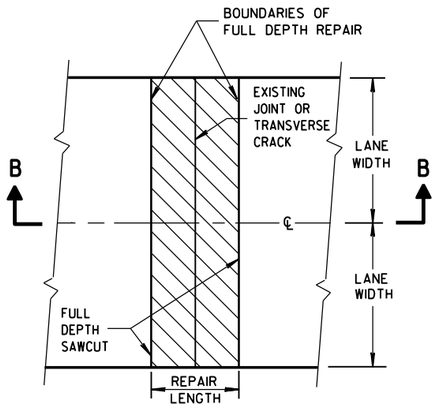
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

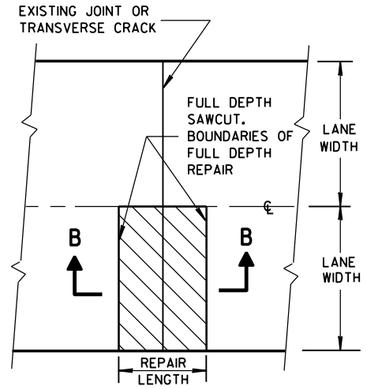
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW



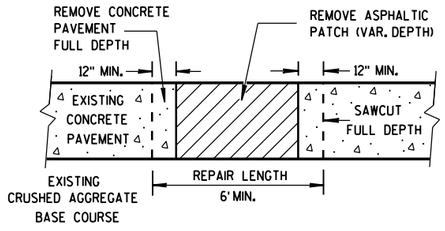
PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

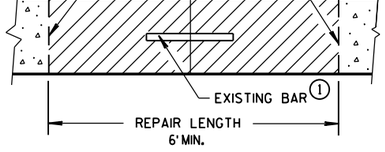
FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

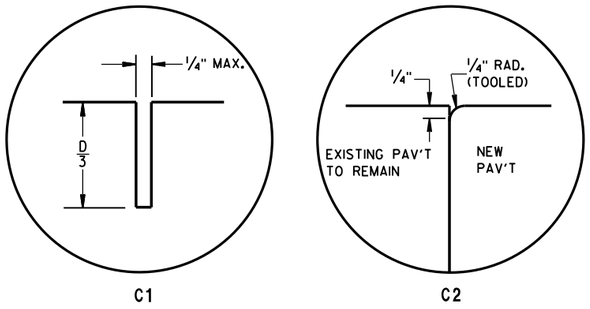
CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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S.D.D. 13 C 9-10a

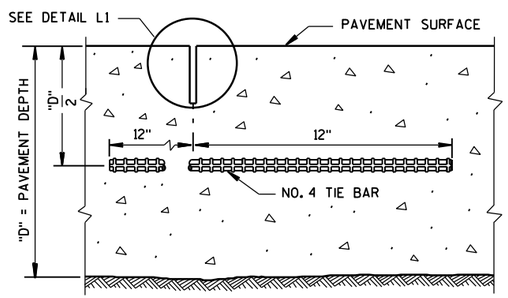


C1 C2

TRANSVERSE JOINTS

TIE BAR TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥ 30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

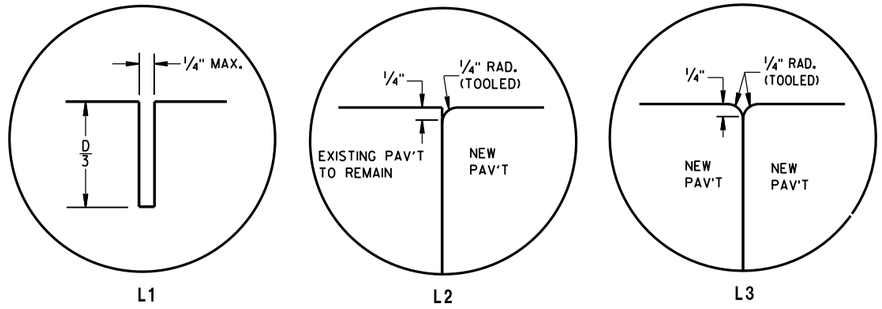
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

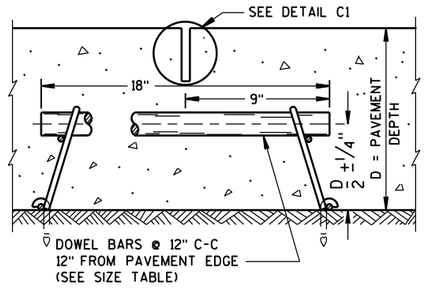
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



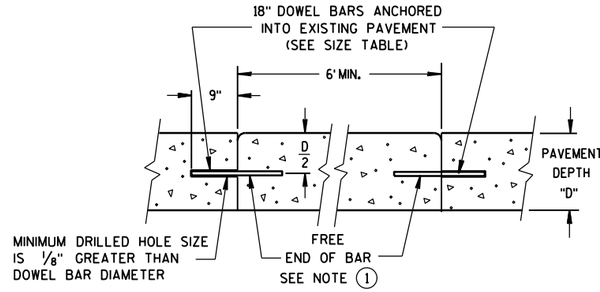
L1 L2 L3

LONGITUDINAL JOINTS

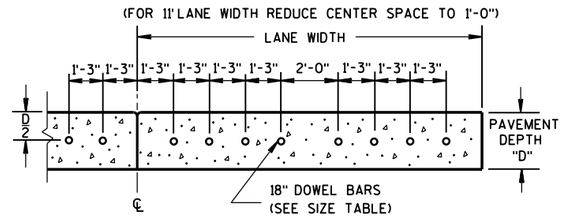


SECTION F-F

CONTRACTION JOINT



SECTION D-D

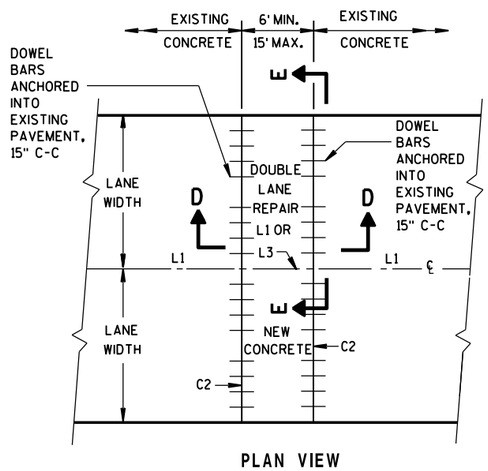


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

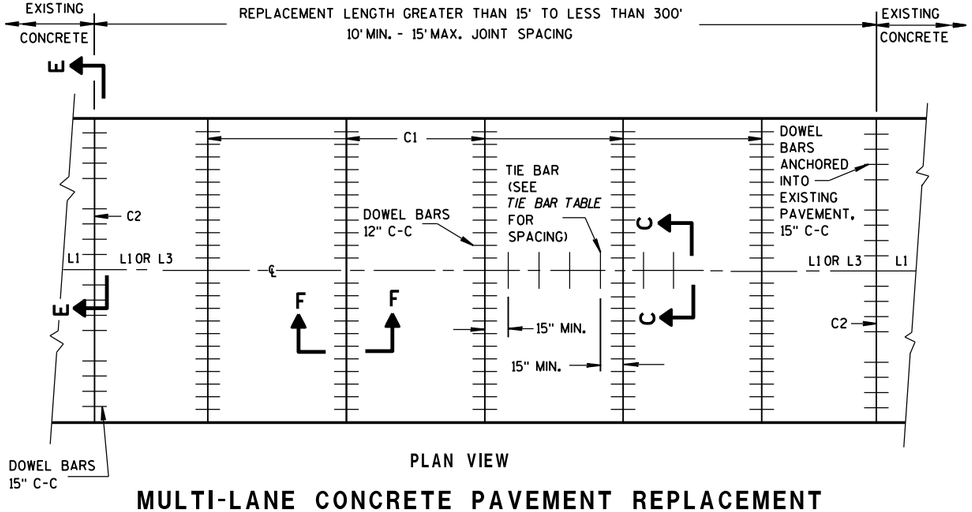
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6",6 1/2"	NONE	12'
7",7 1/2"	1"	14'
8",8 1/2"	1 1/4"	15'
9",9 1/2"	1 1/4"	15'
10" & ABOVE	1 1/2"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



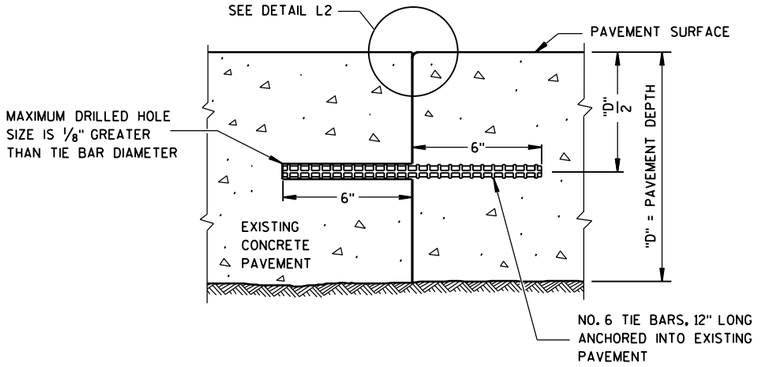
PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 13 C 9-10b



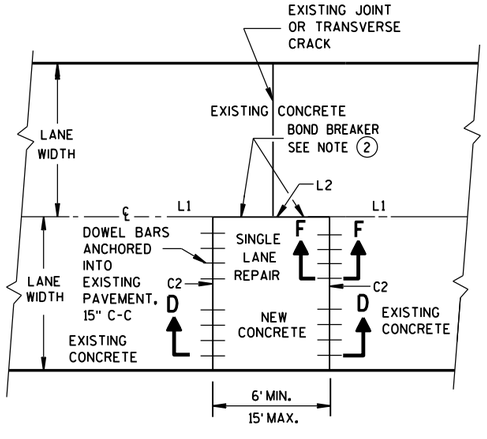
SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

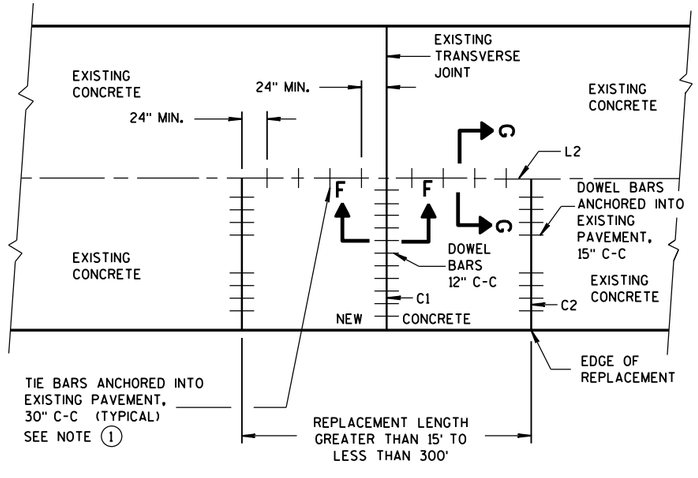
(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-3-2013
DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE
FHWA

IFER

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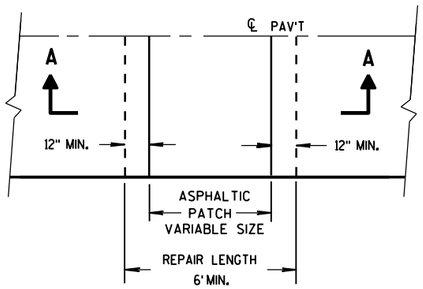
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES. ADDITIONAL SAW CUTS ARE NOT PAID FOR BY THE DEPARTMENT.

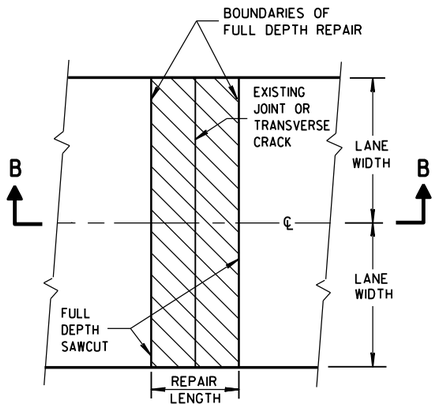
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

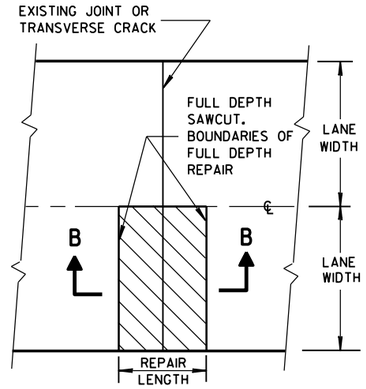
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW



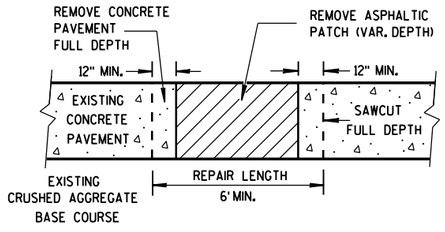
PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

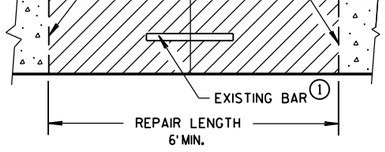
FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)



SECTION A-A

HMA PATCH REMOVAL



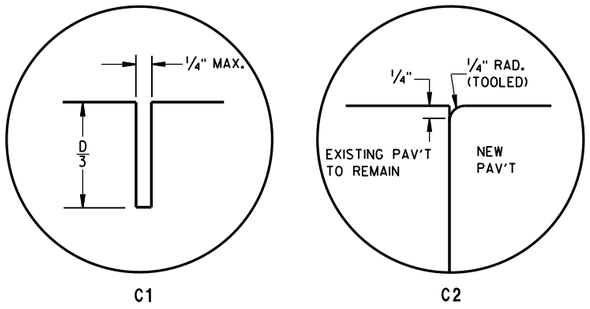
SECTION B-B

CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 13 C 9-11a

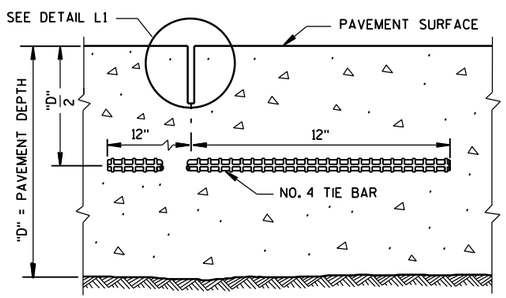


C1 C2

TRANSVERSE JOINTS

TIE BAR TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥ 30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

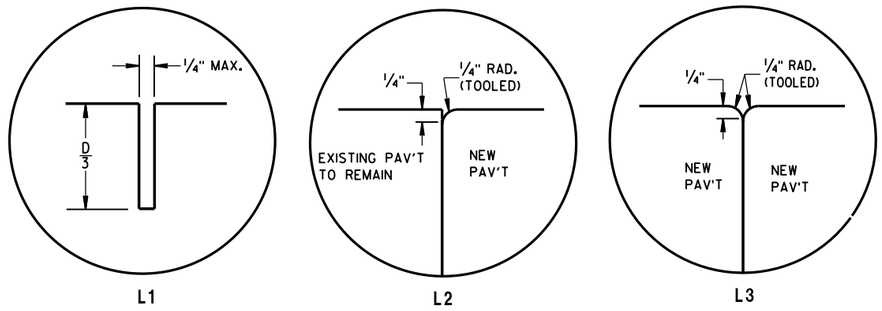
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

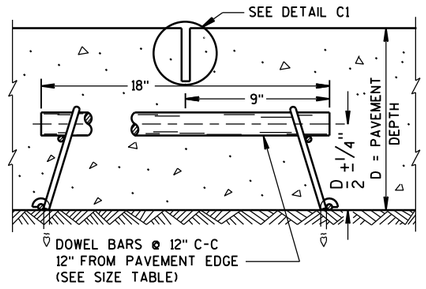
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



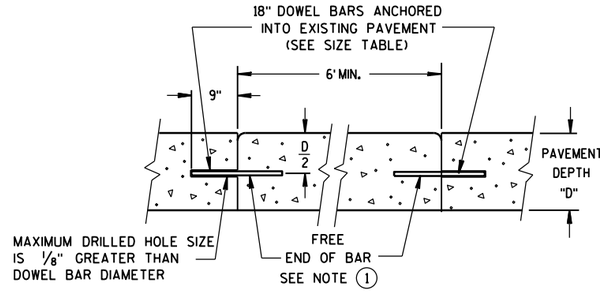
L1 L2 L3

LONGITUDINAL JOINTS

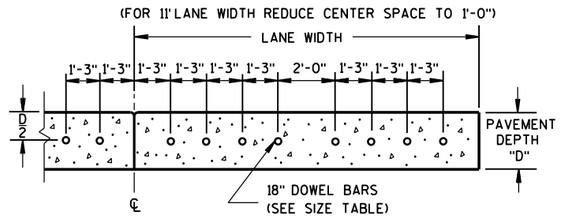


SECTION F-F

CONTRACTION JOINT



SECTION D-D

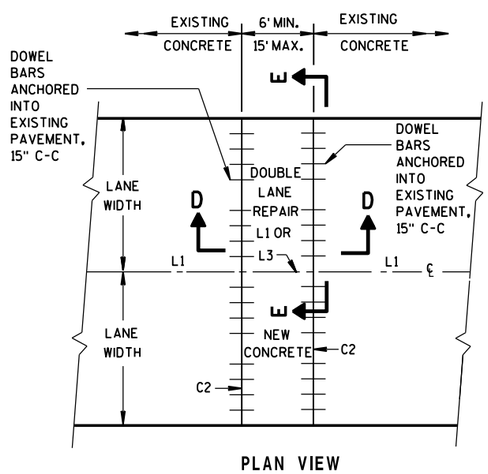


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

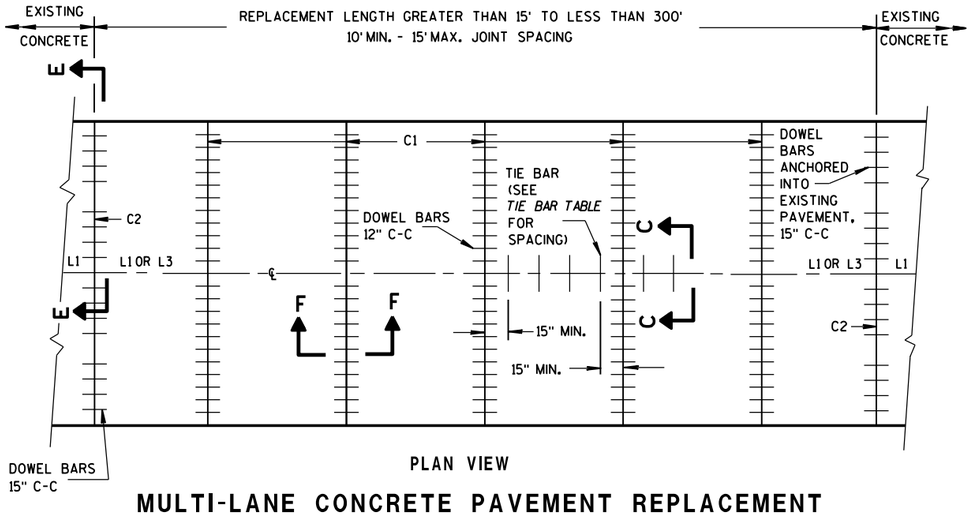
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6",6 1/2"	NONE	12'
7",7 1/2"	1"	14'
8",8 1/2"	1 1/4"	15'
9",9 1/2"	1 1/4"	15'
10" & ABOVE	1 1/2"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

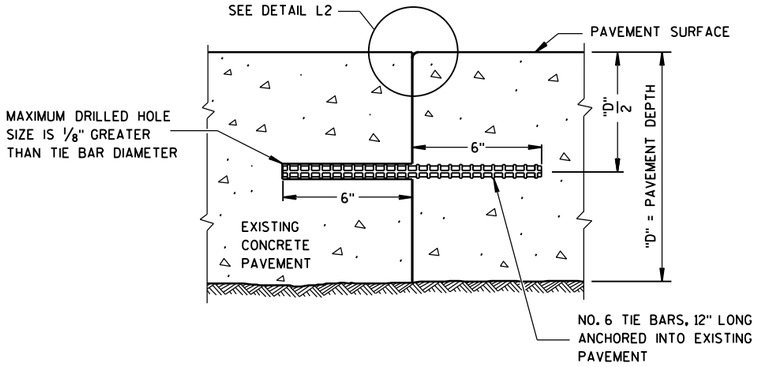
MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 13 C 9-11b



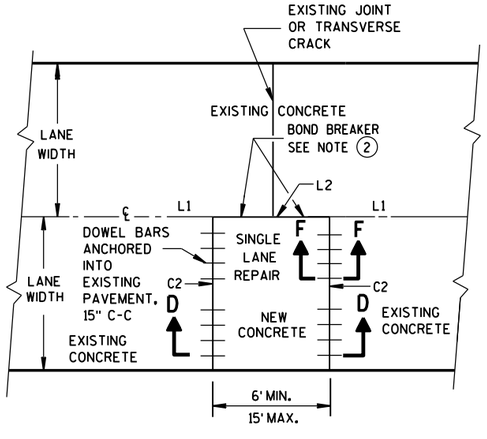
SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

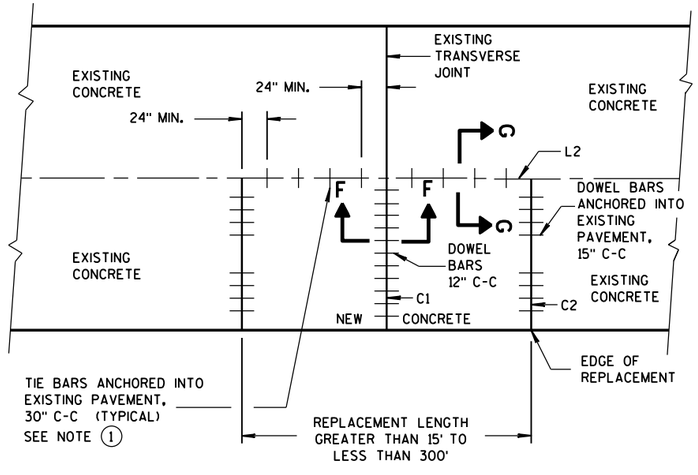
1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

2. USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

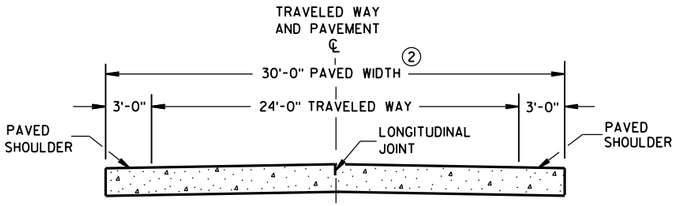
CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE
FHWA

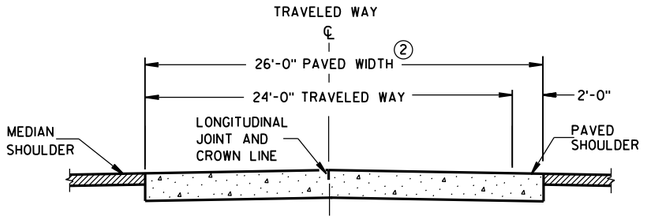
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S.D.D. 13 C 9-11c

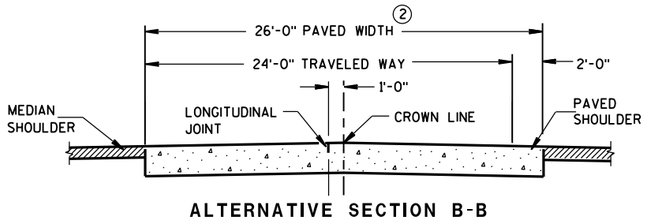


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B ①

DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

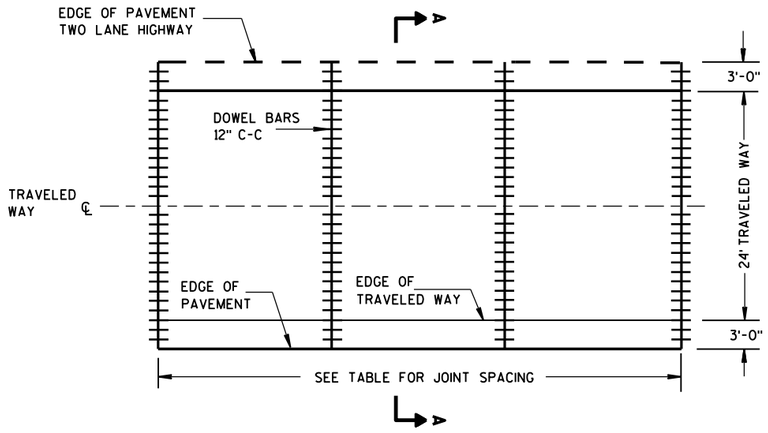
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

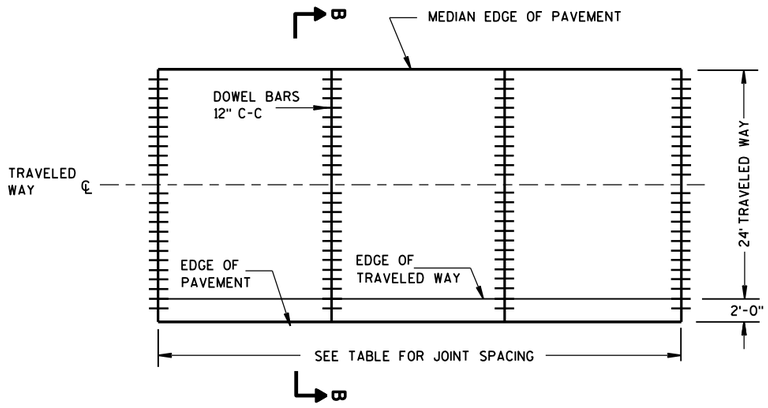
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY



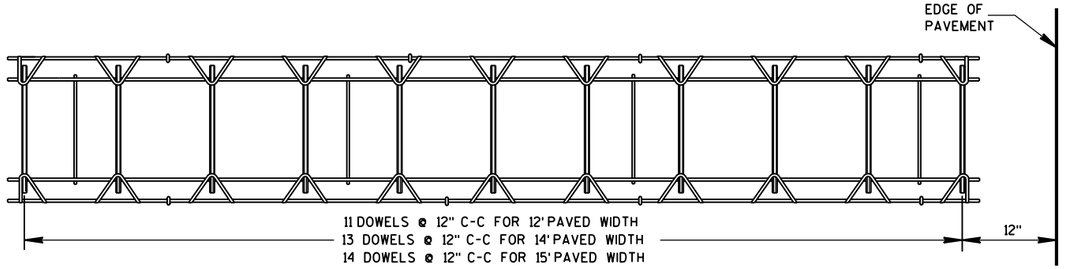
CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED
CONCRETE PAVEMENT

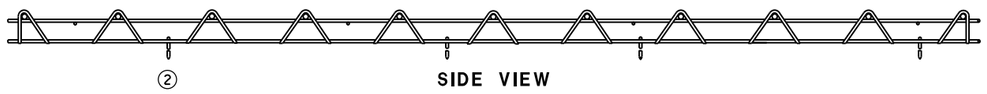
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 13 C 11-11a



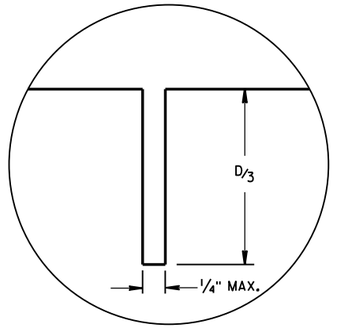
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

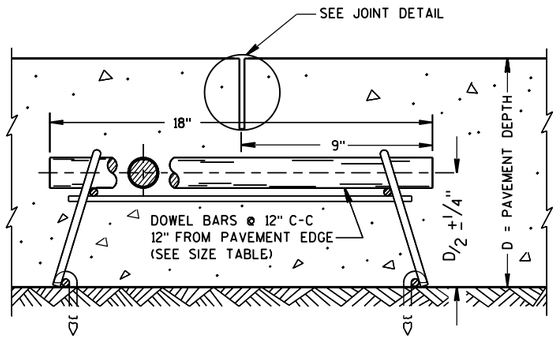
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

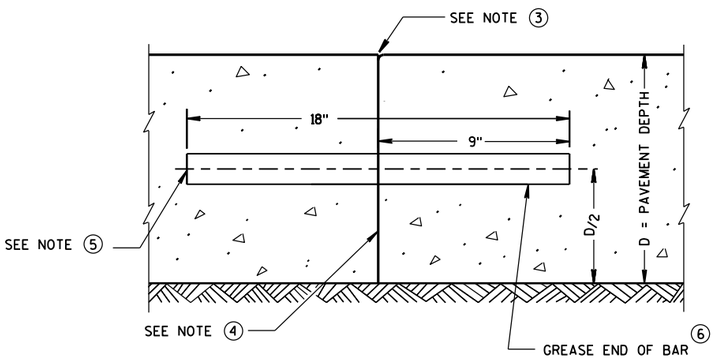
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

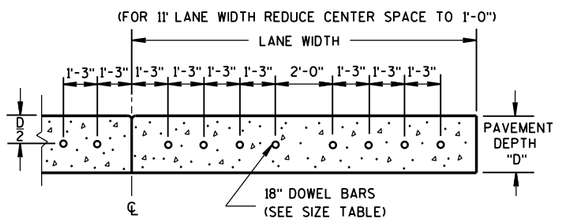
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

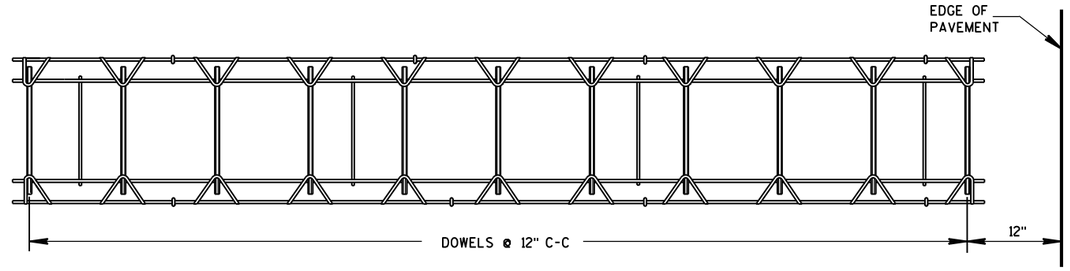
RURAL DOWELED CONCRETE PAVEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
5/3/2013 DATE	/S/ Deb Bischoff PAVEMENT POLICY & DE 399 NEER
FHWA	

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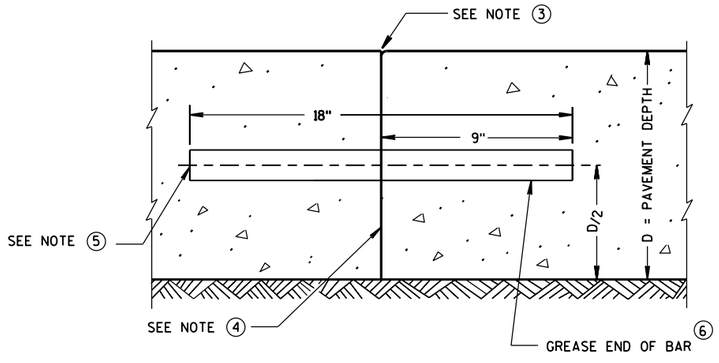


PLAN VIEW

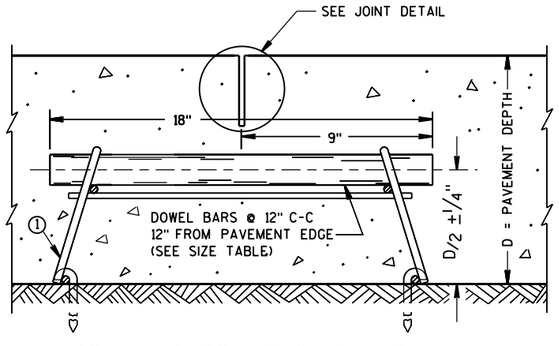


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



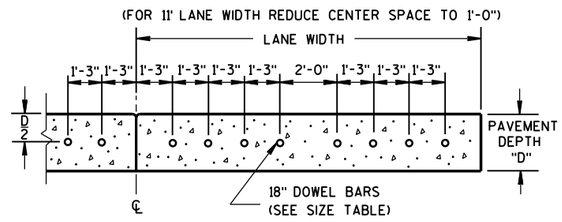
TRANSVERSE CONSTRUCTION JOINT



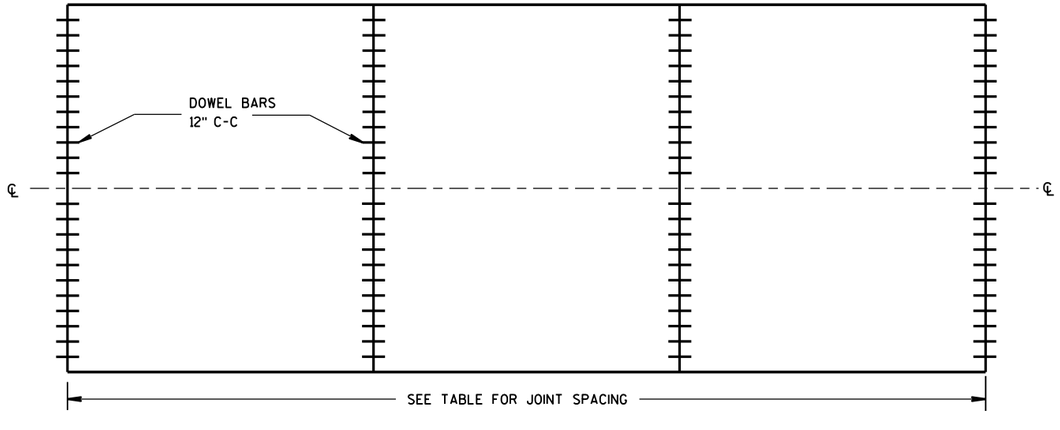
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① **OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.**

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

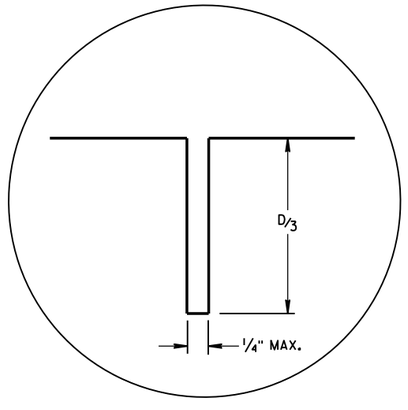
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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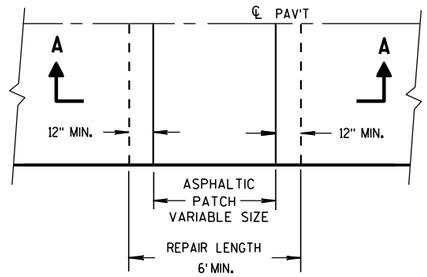
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES. ADDITIONAL SAW CUTS ARE NOT PAID FOR BY THE DEPARTMENT.

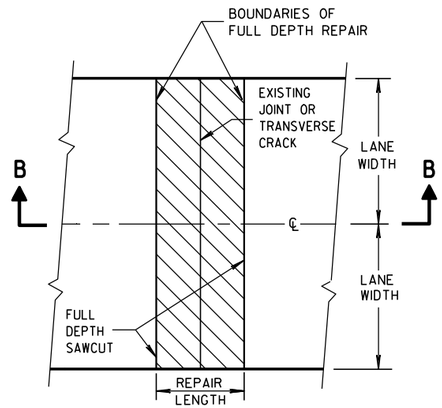
PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

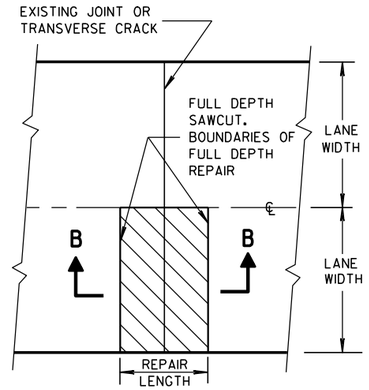
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW



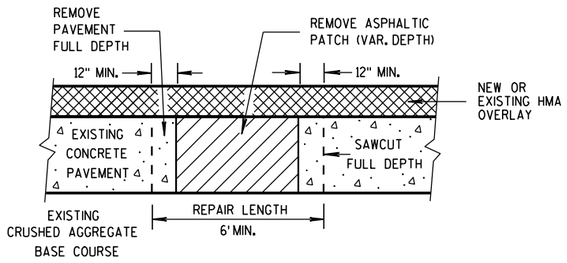
PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

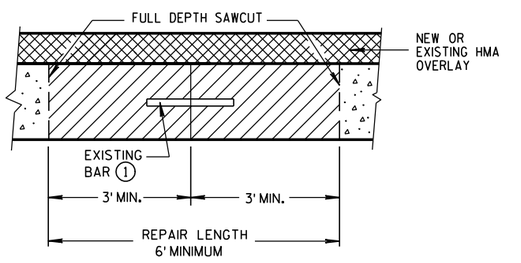
FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

BASE PATCHING CONCRETE

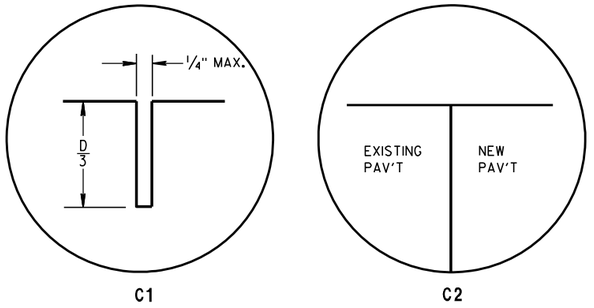
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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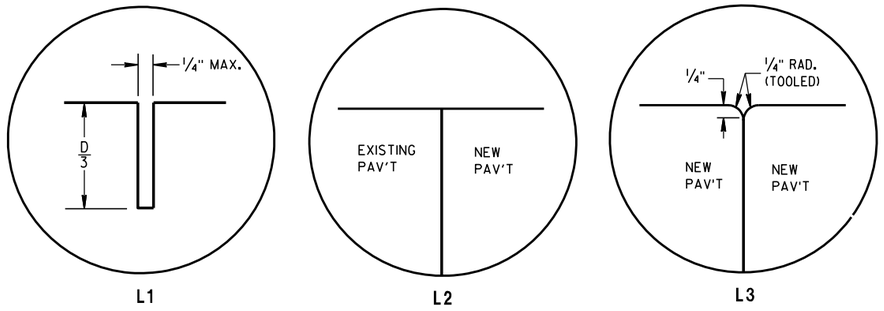
S.D.D. 13 C 14-4a

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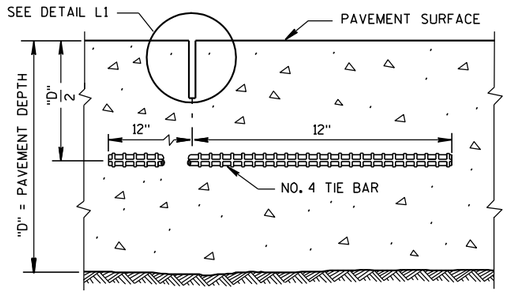
S.D.D. 13 C 14-4a



TRANSVERSE JOINTS

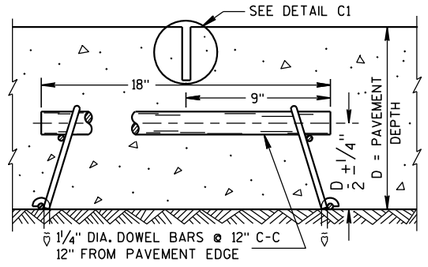


LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT



SECTION F-F

CONTRACTION JOINT

GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

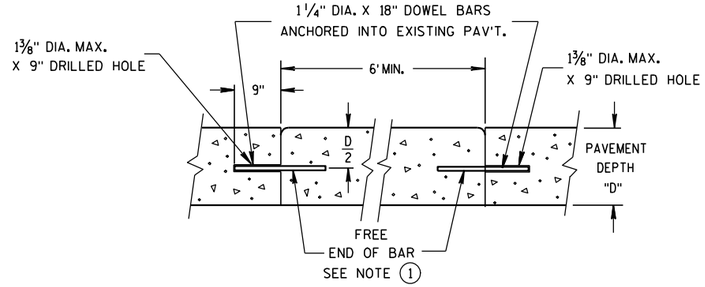
CONCRETE BASE PATCHES OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

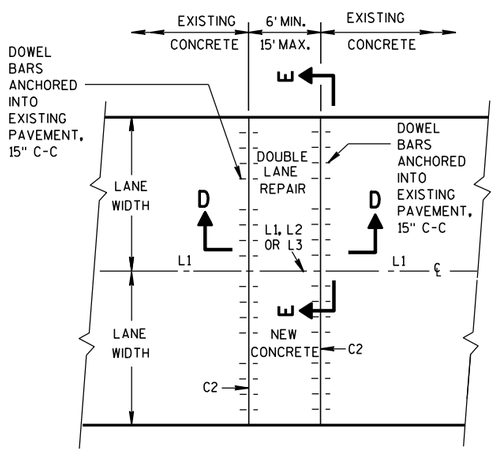
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 24 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

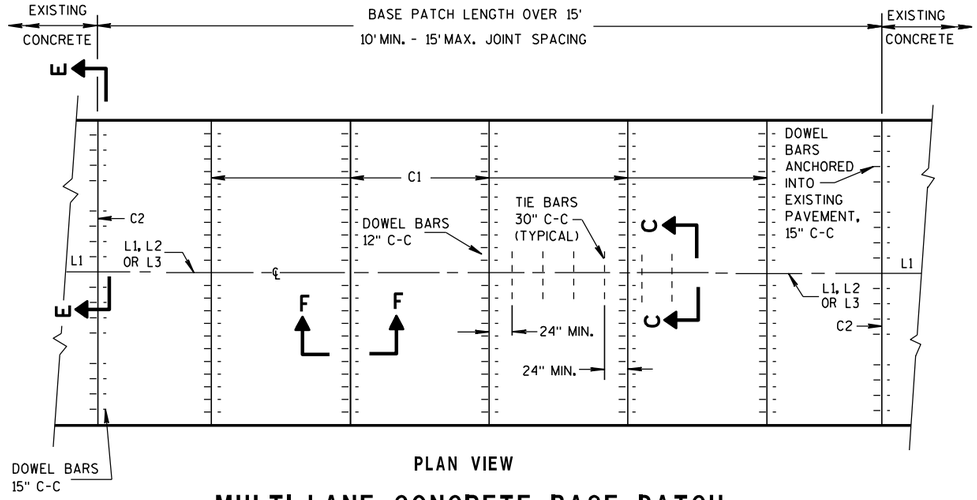


SECTION D-D



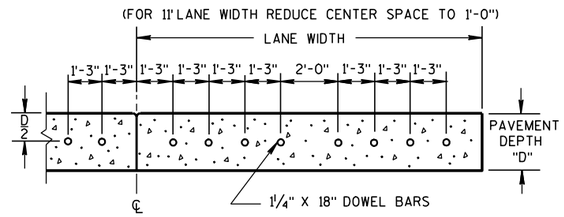
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH



SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

BASE PATCHING CONCRETE

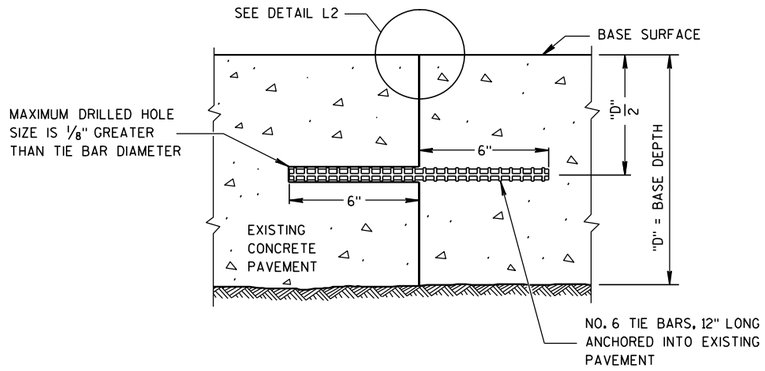
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 14-4b

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S.D.D. 13 C 14-4b



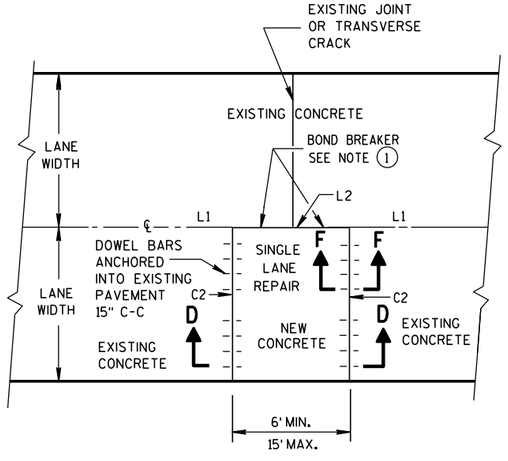
SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

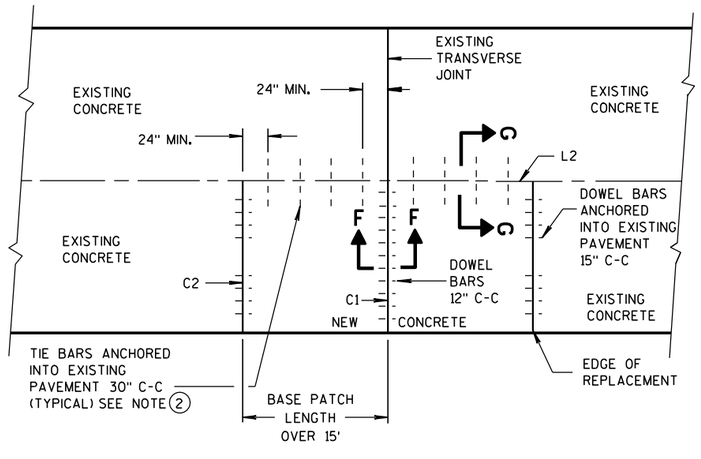
1. USE AN ENGINEER-APPROVED BOND BREAKER FOR SINGLE LANE BASE PATCHES UP TO 15 FEET IN LENGTH.

2. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

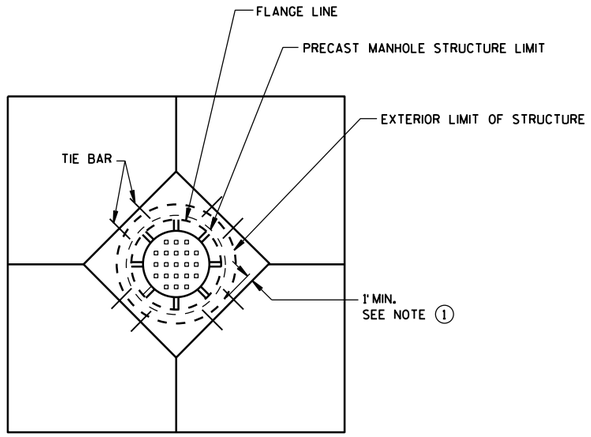
12-11-2009 DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE NEER

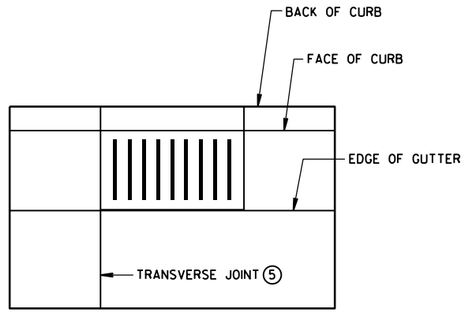
FHWA

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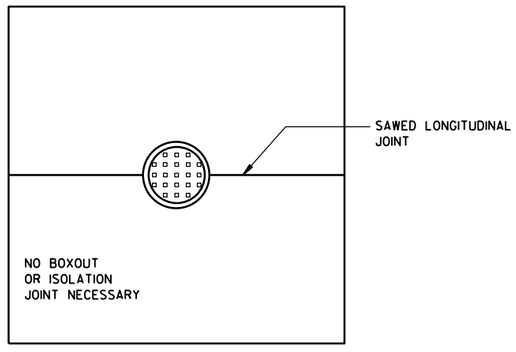
S.D.D. 13 C 14-4c



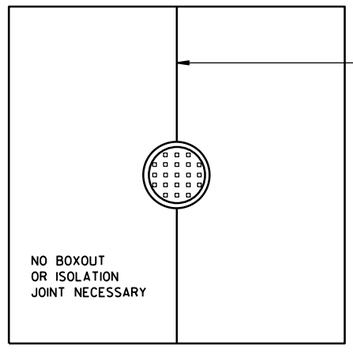
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



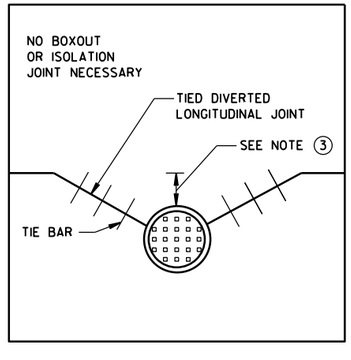
INLET WITH TRANSVERSE JOINT



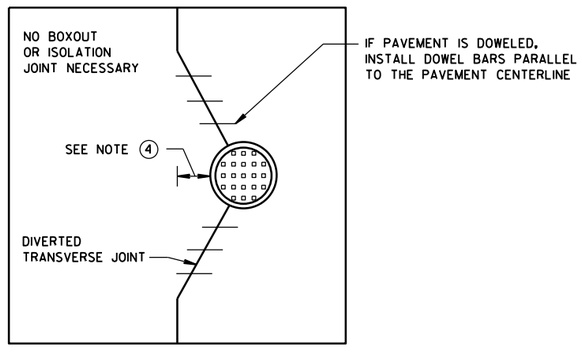
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013
DATE

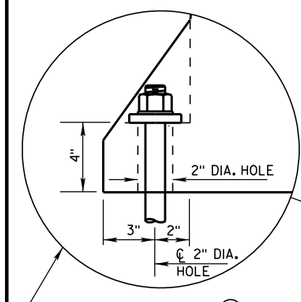
/S/ Deb Bischoff
PAVEMENT POLICY & DE

NEER

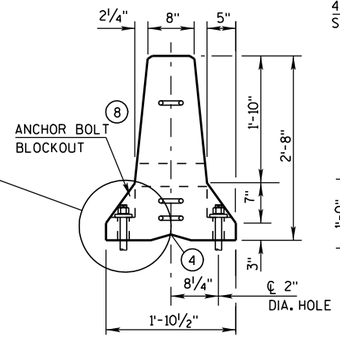
FHWA

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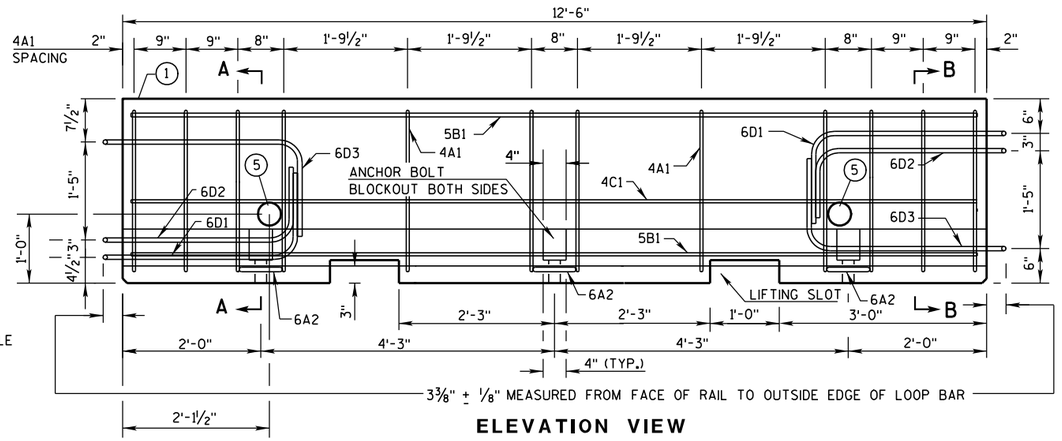
S.D.D. 13 C 18-2d



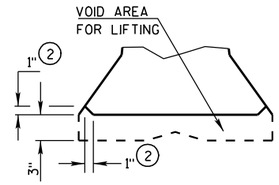
ANCHOR ON TRAFFIC SIDE (8) ONLY WHEN REQUIRED (SEE SHEET D FOR ADDITIONAL ANCHOR DETAIL)



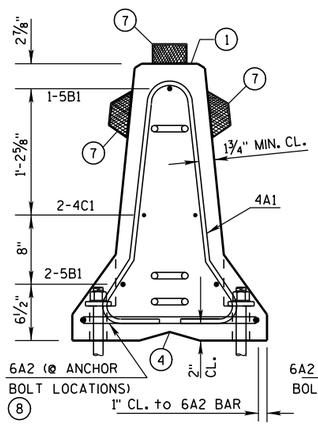
END VIEW



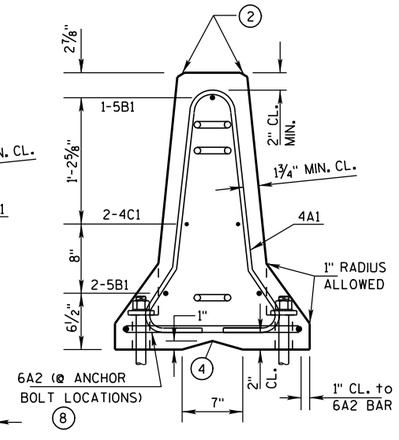
ELEVATION VIEW



DETAIL "B" LIFTING SLOT DETAIL



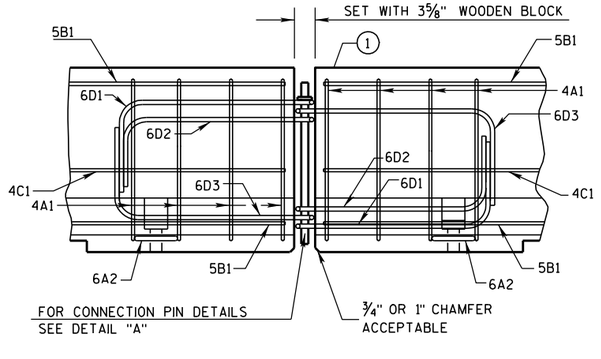
SECTION A-A
(STIRRUP PLACEMENT)



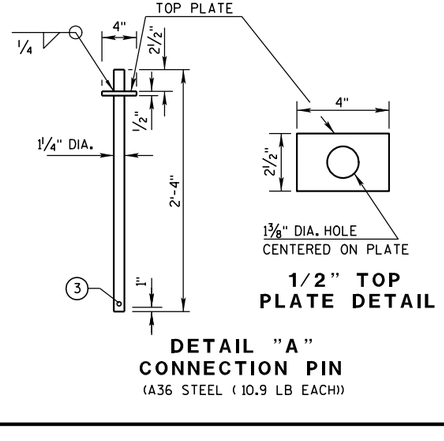
SECTION B-B
(STIRRUP PLACEMENT)

PLAN VIEW

DETAILS OF BARRIER SECTION

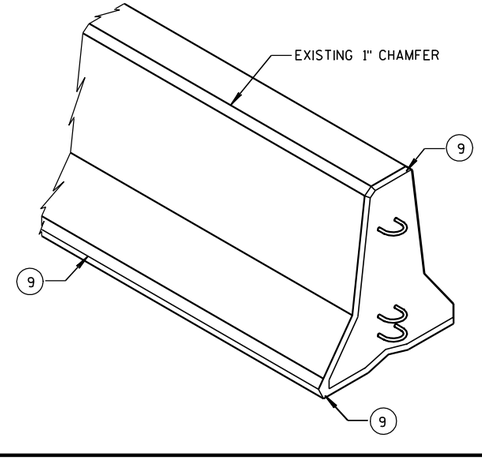


DETAILS OF BARRIER CONNECTION



1/2" TOP PLATE DETAIL

DETAIL "A" CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-13(a) THRU 14B7-13(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR EPOXY ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WICBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

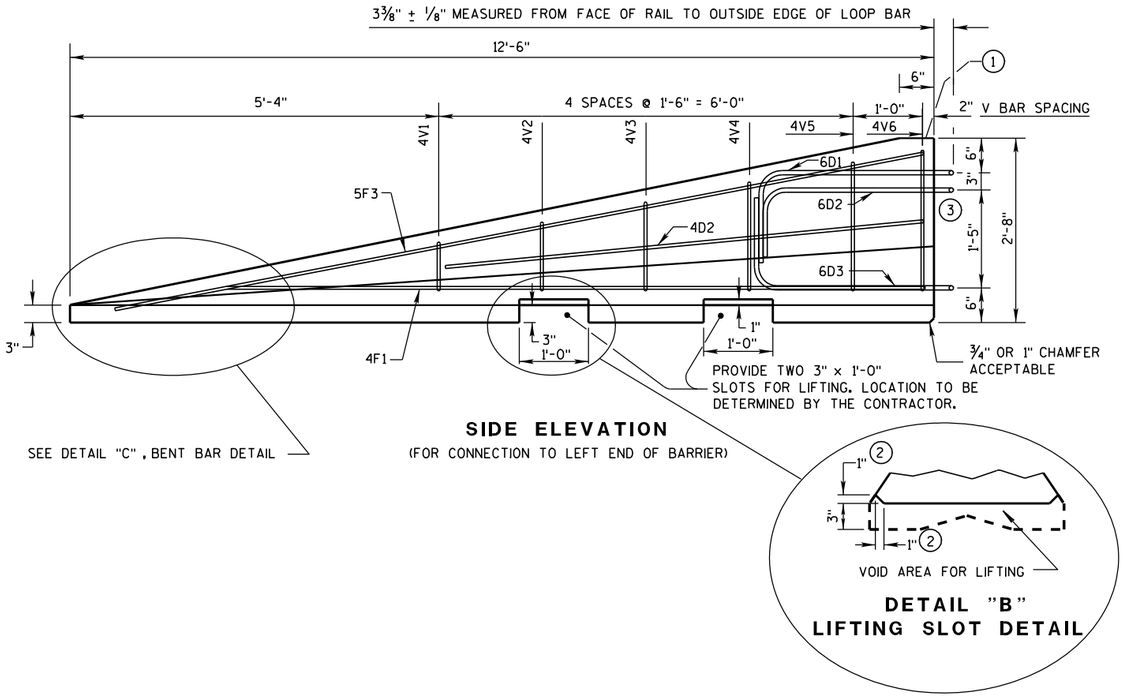
(9) 1" CHAMFER OPTIONAL.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

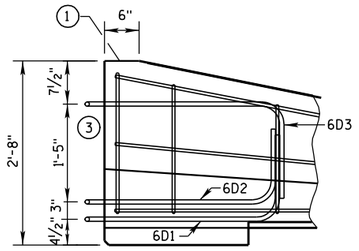
6

S.D.D. 14 B 7-13a



SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)

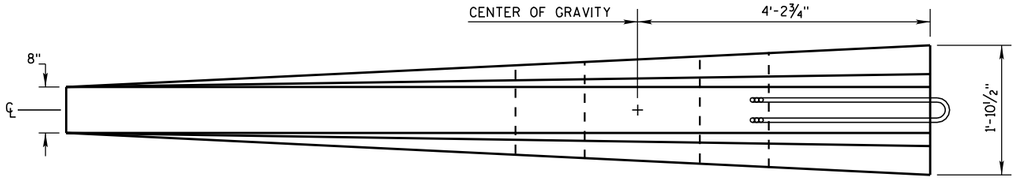
DETAIL "B"
LIFTING SLOT DETAIL



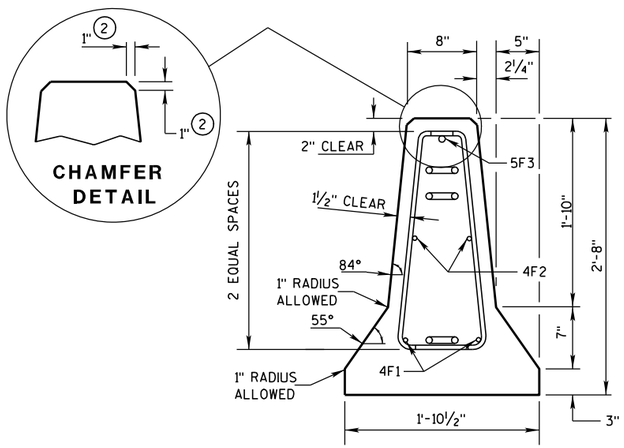
SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

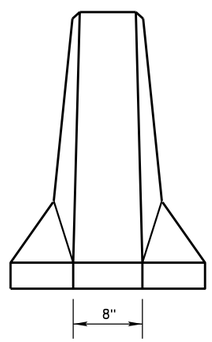
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



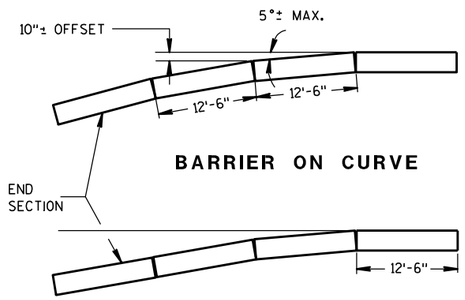
PLAN VIEW



END SECTION



FRONT ELEVATION



BARRIER ON CURVE

FLARE AT BARRIER END

POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

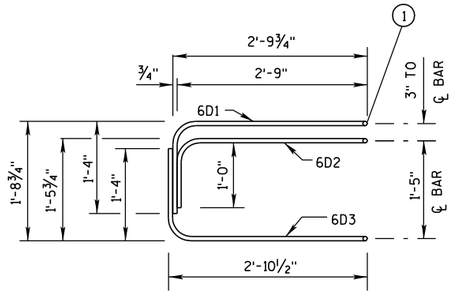
6

S.D.D. 14 B 7-13b

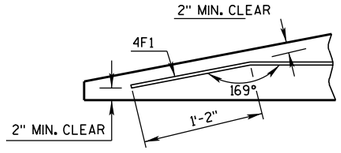
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

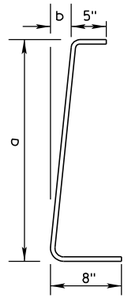
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

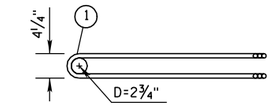
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

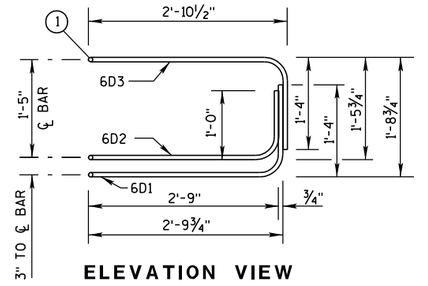
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

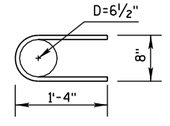
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



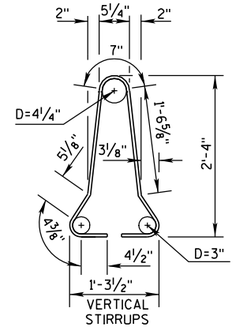
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



ELEVATION VIEW



6A2



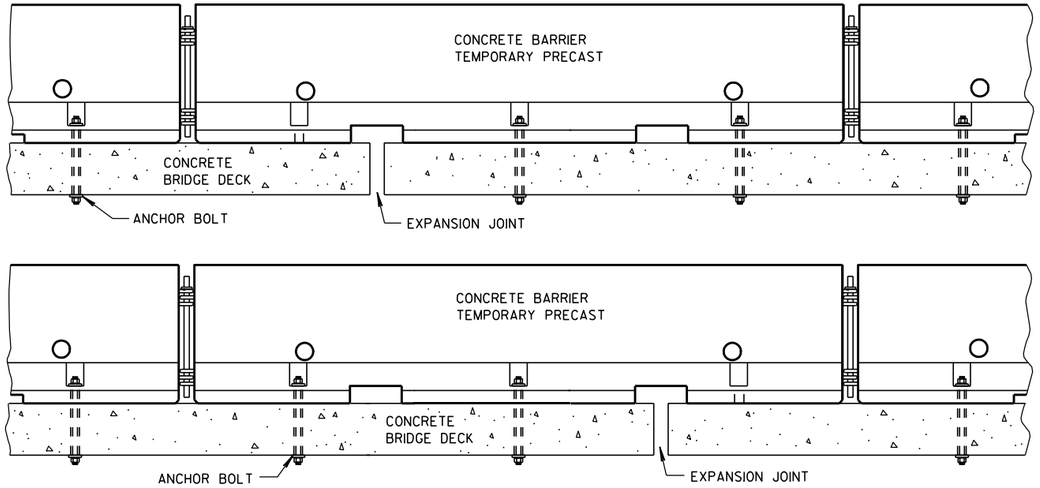
4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

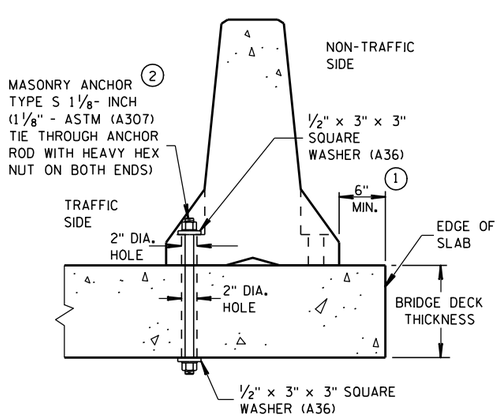
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 7-13c



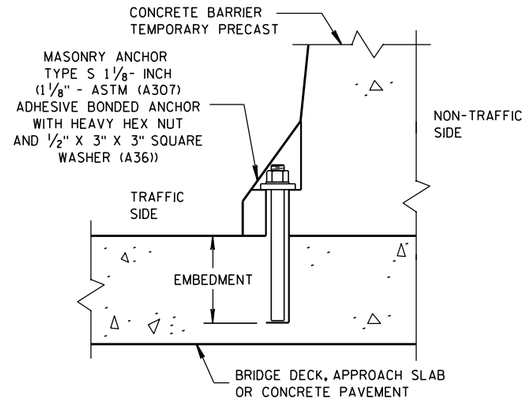
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR (2) INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

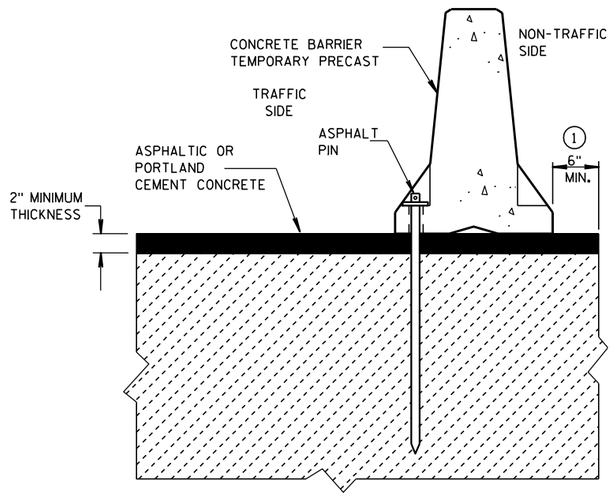
(1) CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

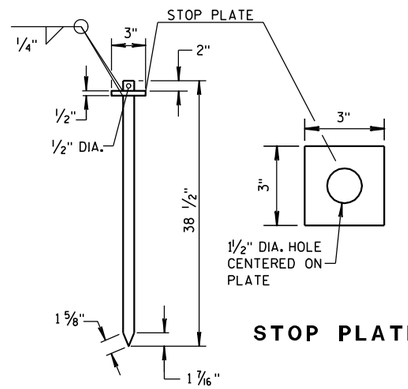
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

(2) ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.



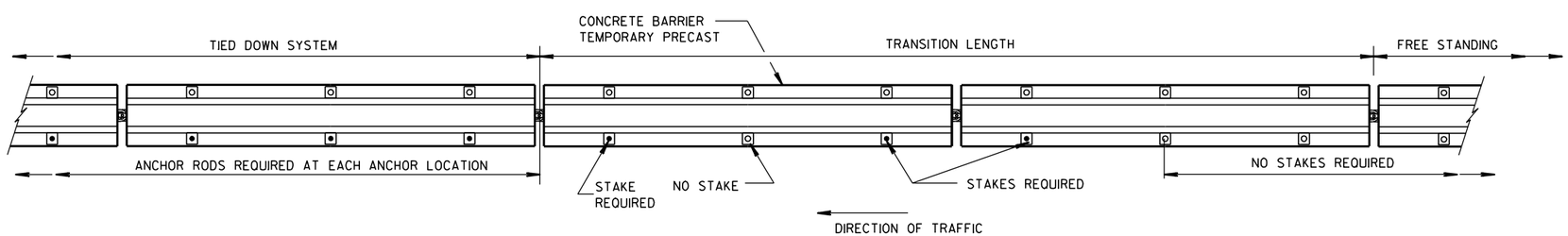


STOP PLATE

ASPHALT PIN
(ASTM A36 STEEL)

STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



PLAN VIEW

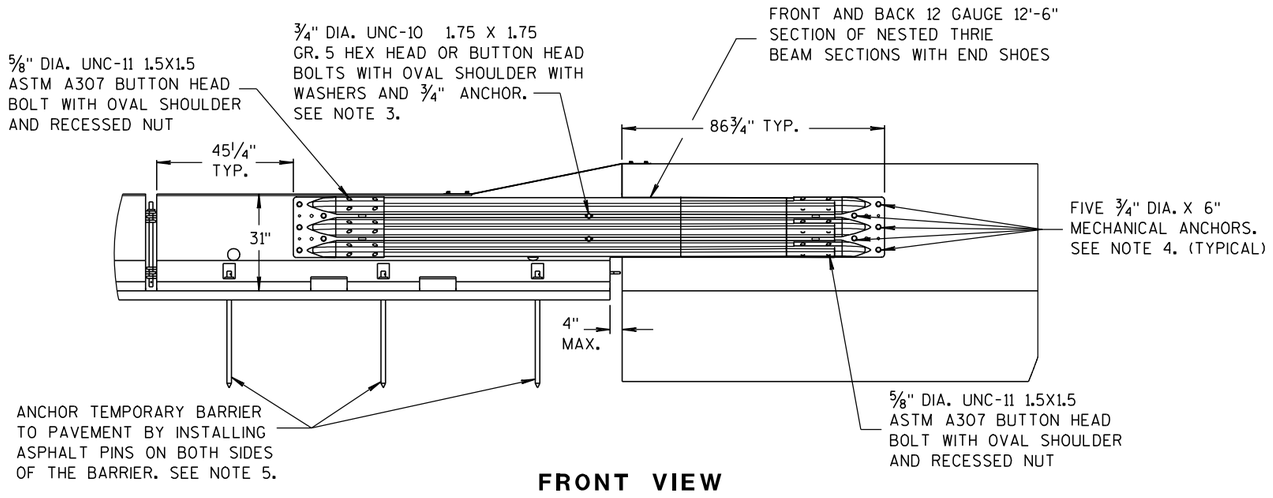
FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

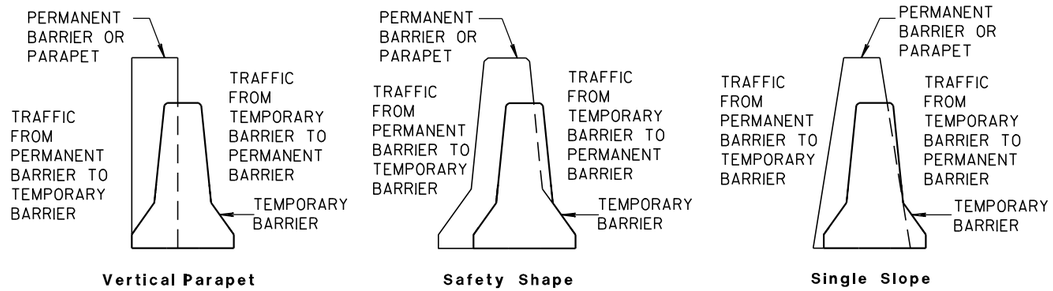
6
S.D.D. 14 B 7-13d



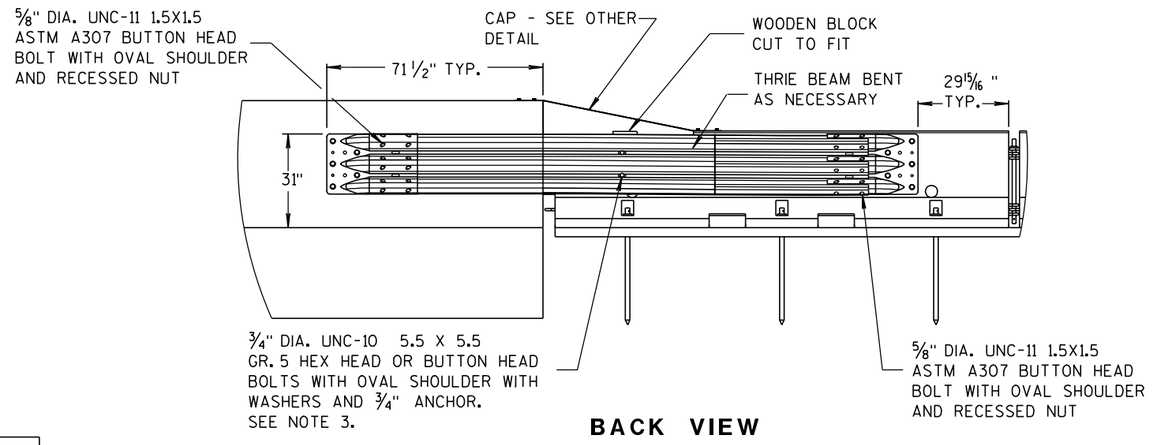
FRONT VIEW

NOTES

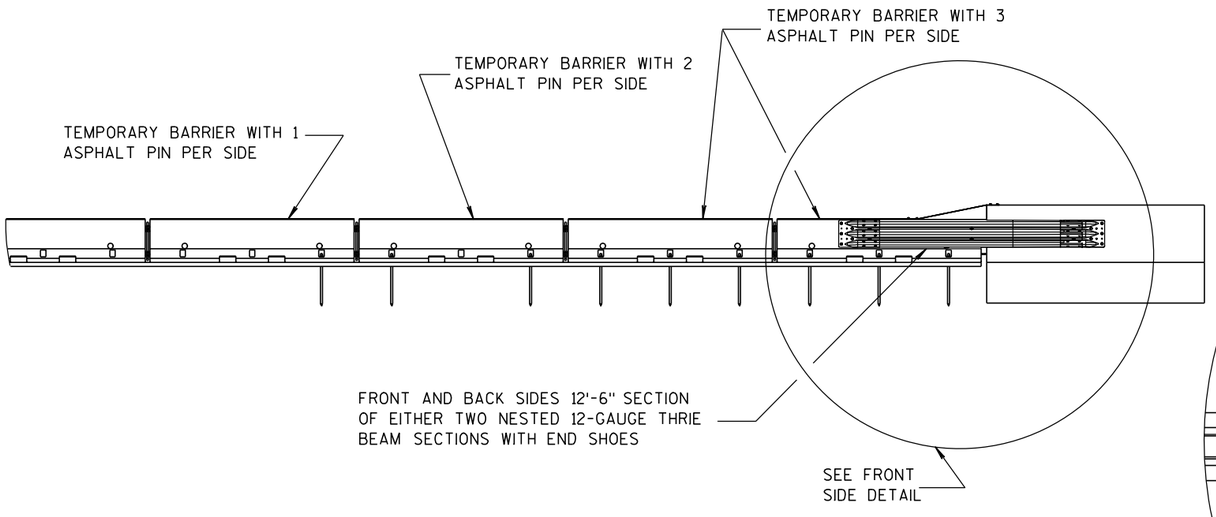
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



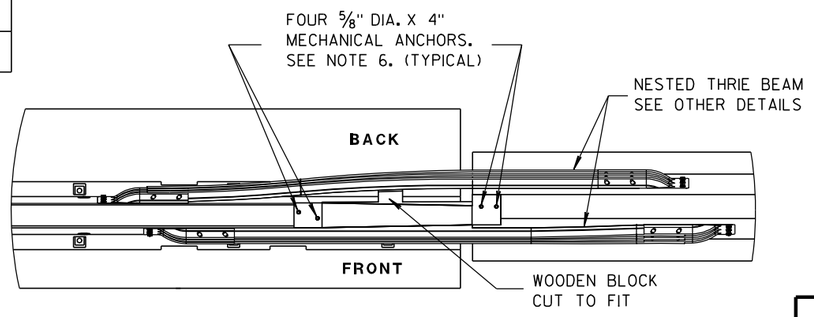
TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM



BACK VIEW



FRONT VIEW



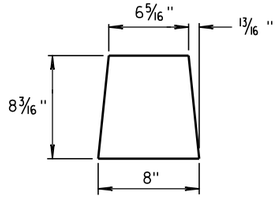
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

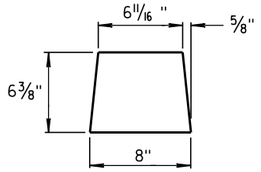
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

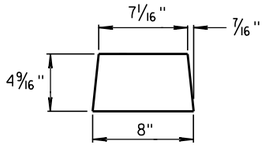
6
S.D.D. 14 B 7-13e



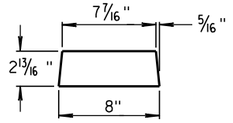
GUSSET 1



GUSSET 2

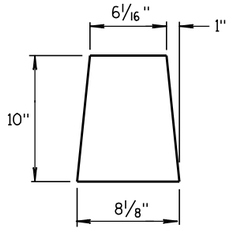


GUSSET 3

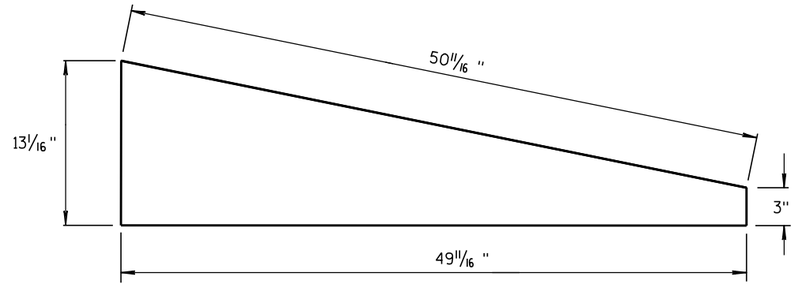


GUSSET 4

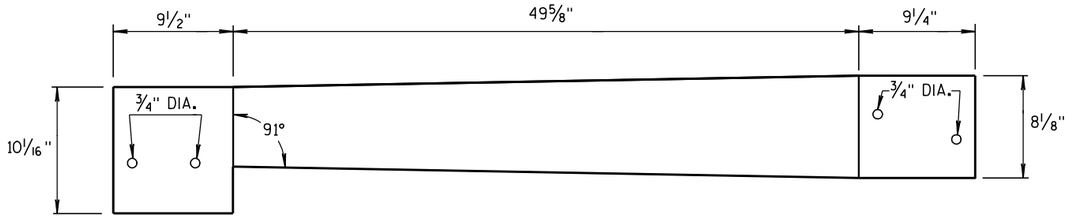
GUSSETS

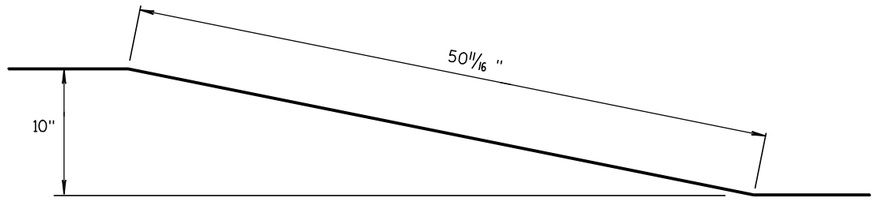


END PLATE

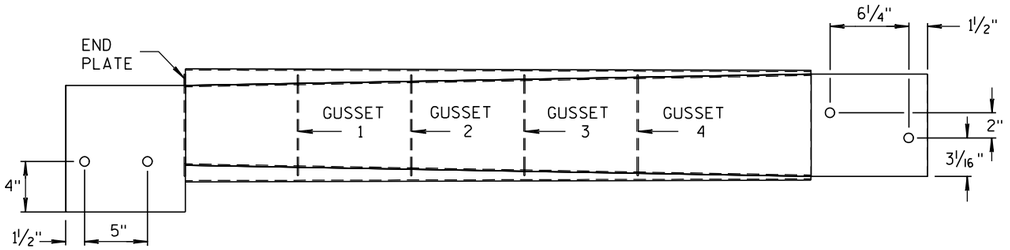


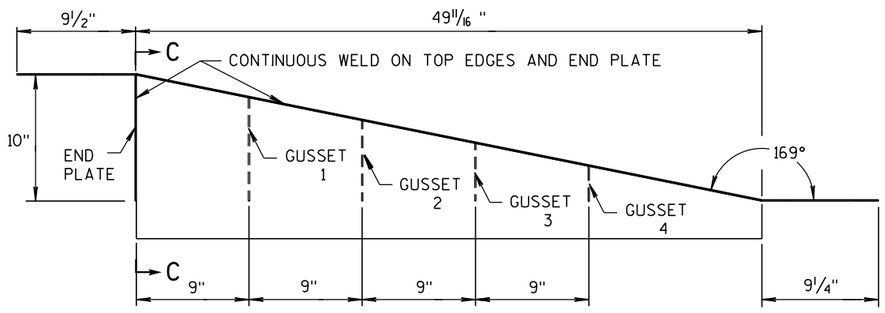
SIDE PLATE

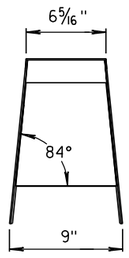




TOP PLATE







SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

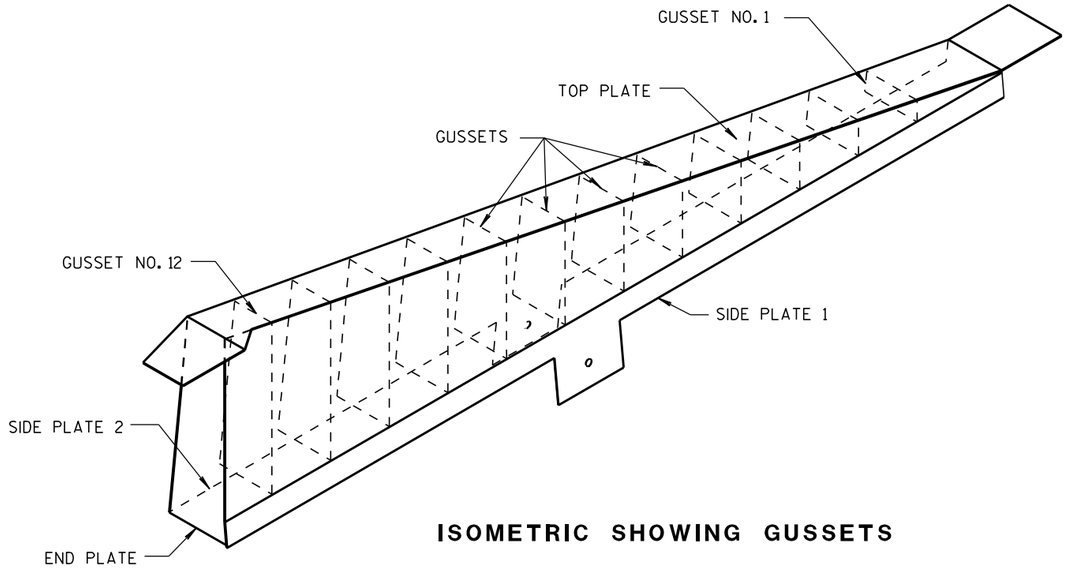
SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

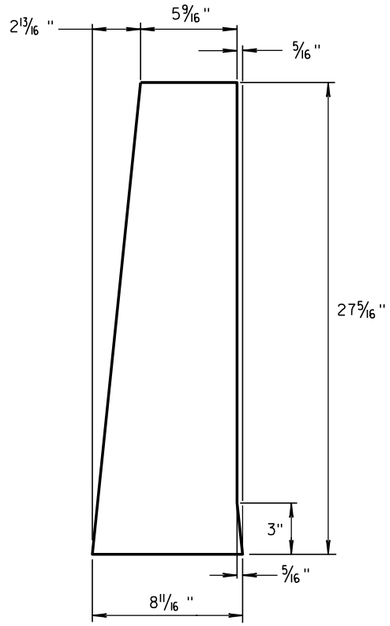
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 7-13f

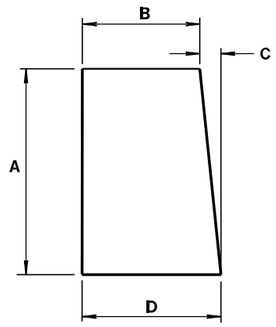


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



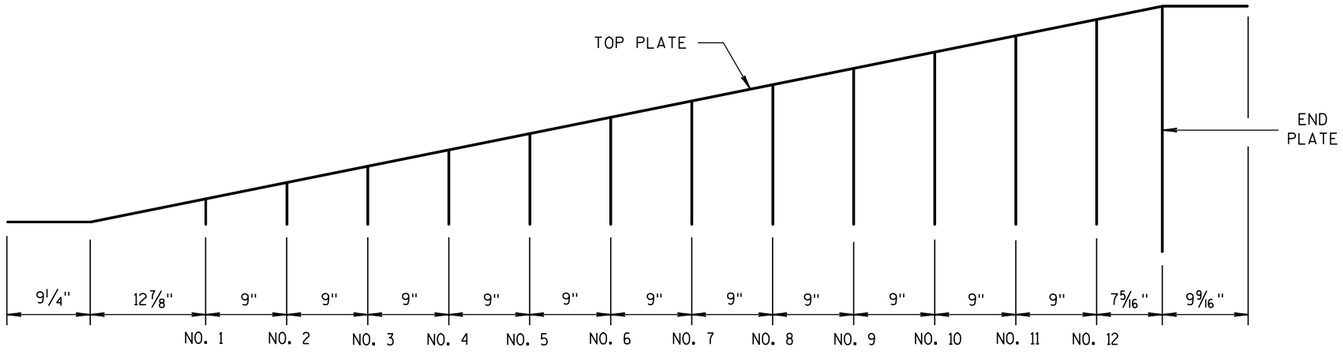
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

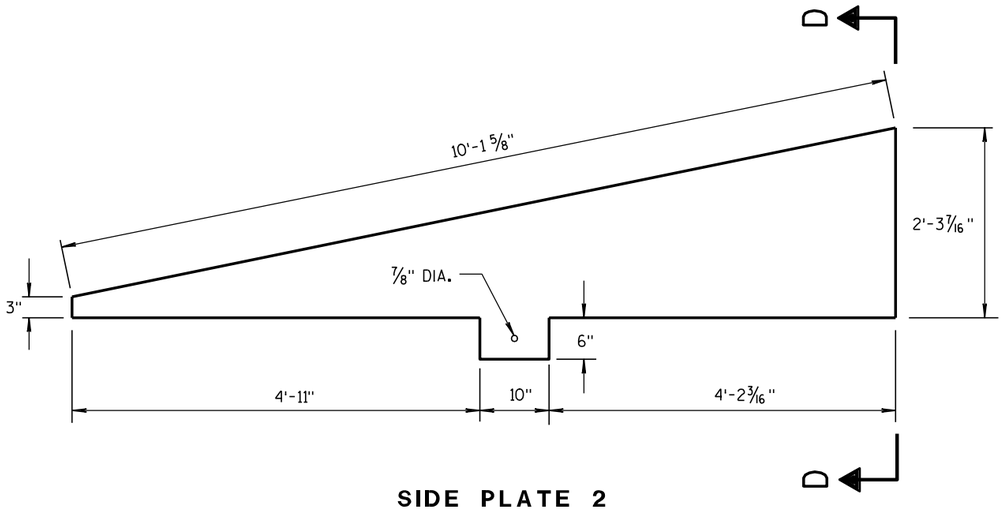
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

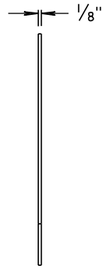
S.D.D. 14 B 7-13g

6

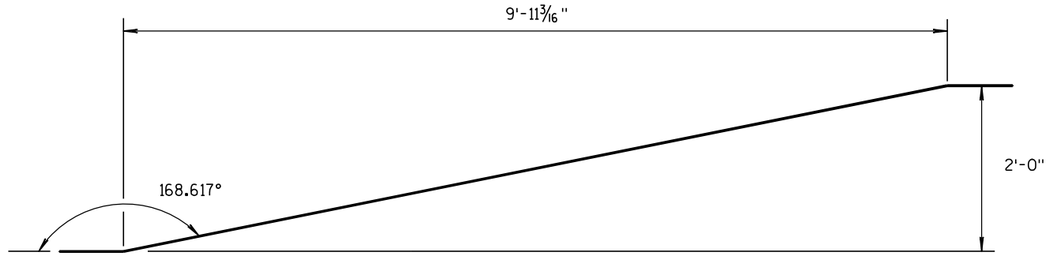
S.D.D. 14 B 7-13g



SIDE PLATE 2

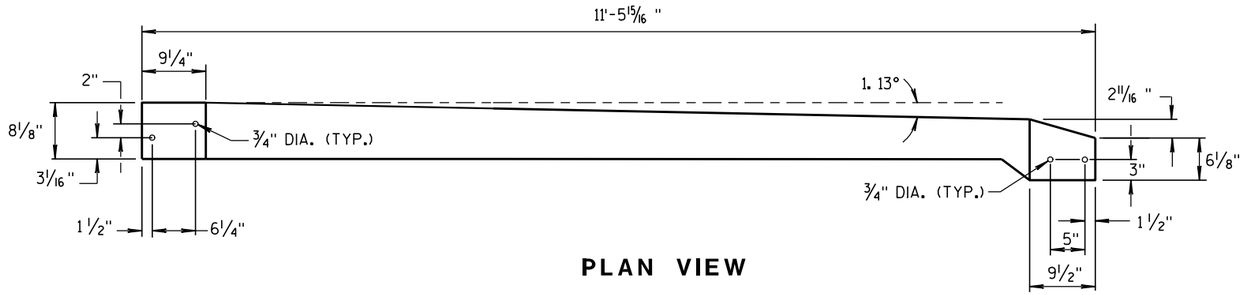


END VIEW



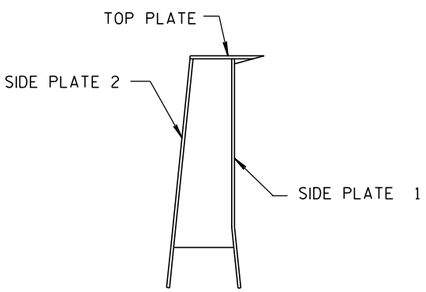
SIDE VIEW

TOP PLATE

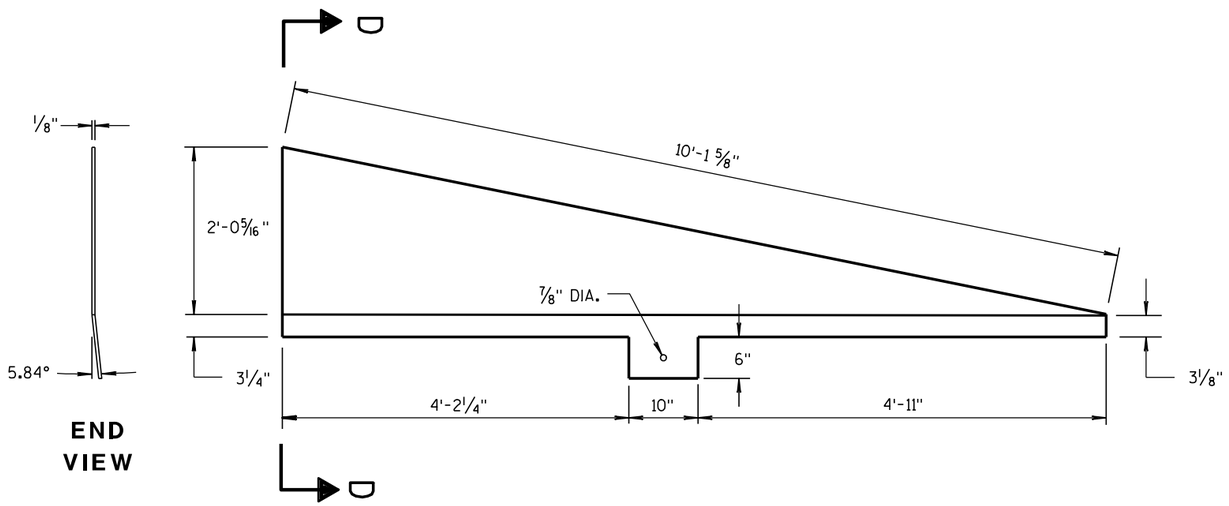


PLAN VIEW

TOP PLATE



SECTION D-D



END VIEW

SIDE PLATE 1

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zeier
ROADWAY STANDARDS ENGINEER

412

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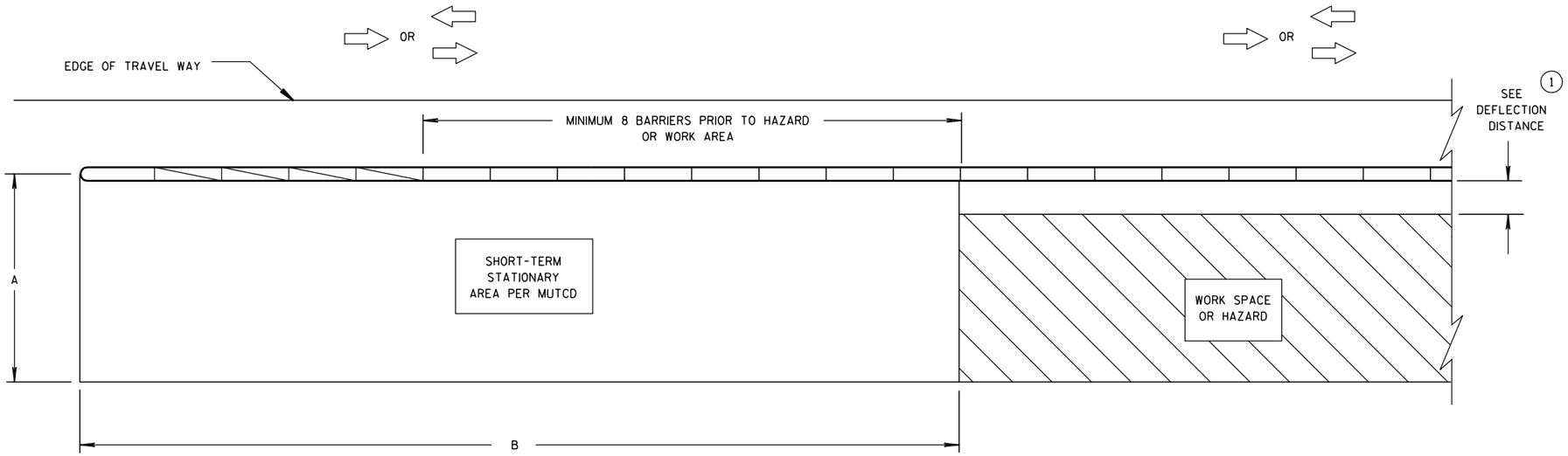
FHWA

6

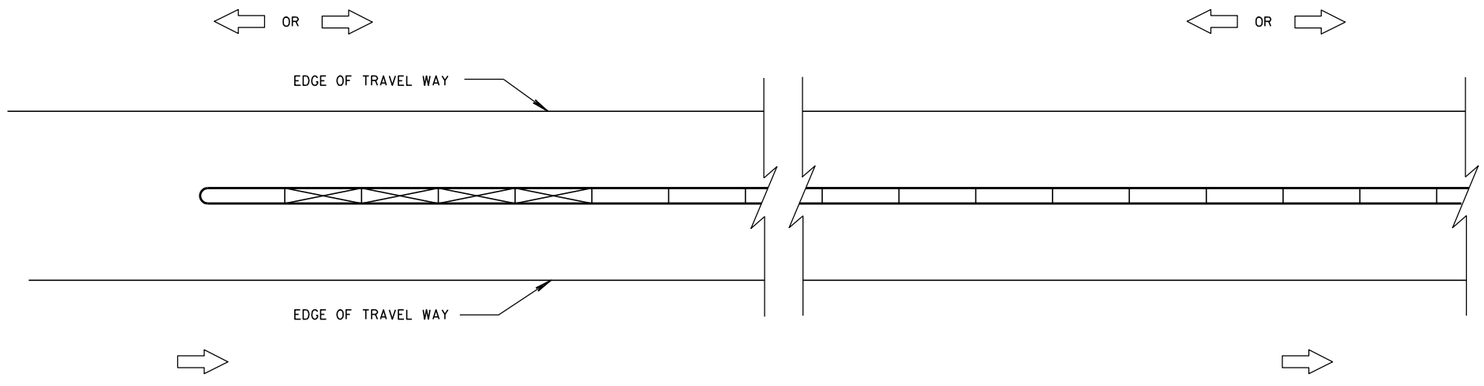
S.D.D. 14 B 7-13h

6

S.D.D. 14 B 7-13h



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

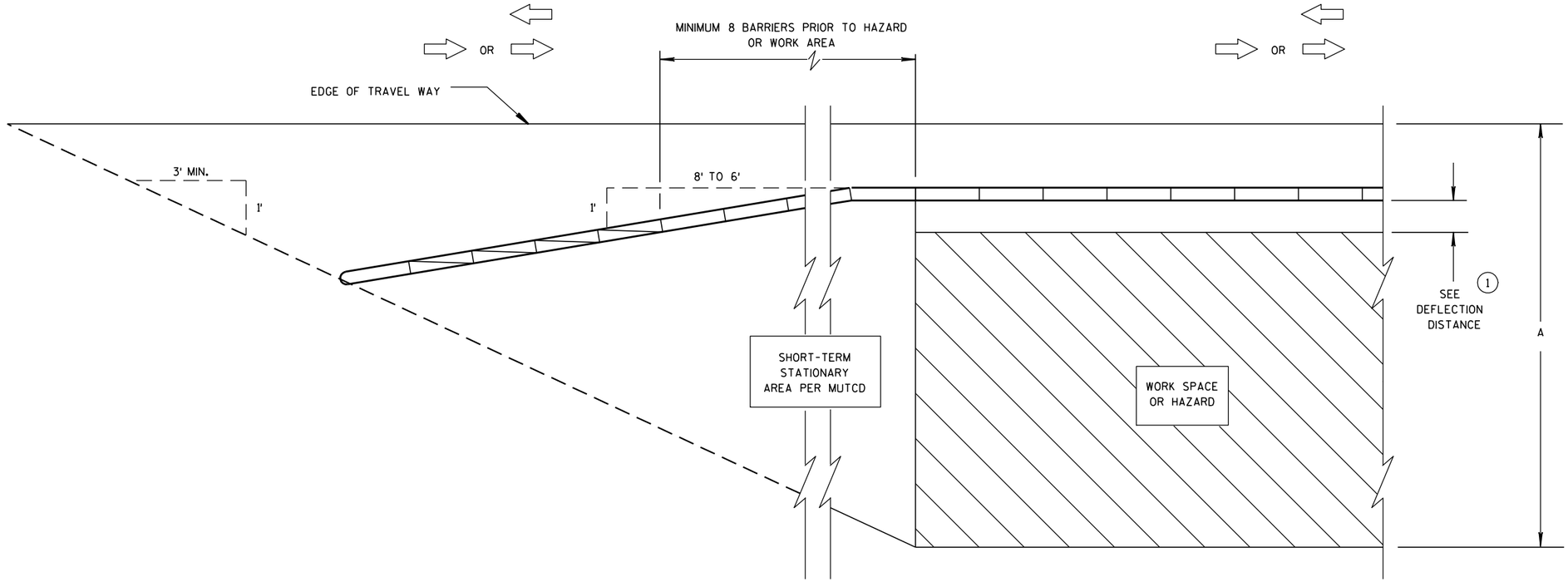
(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

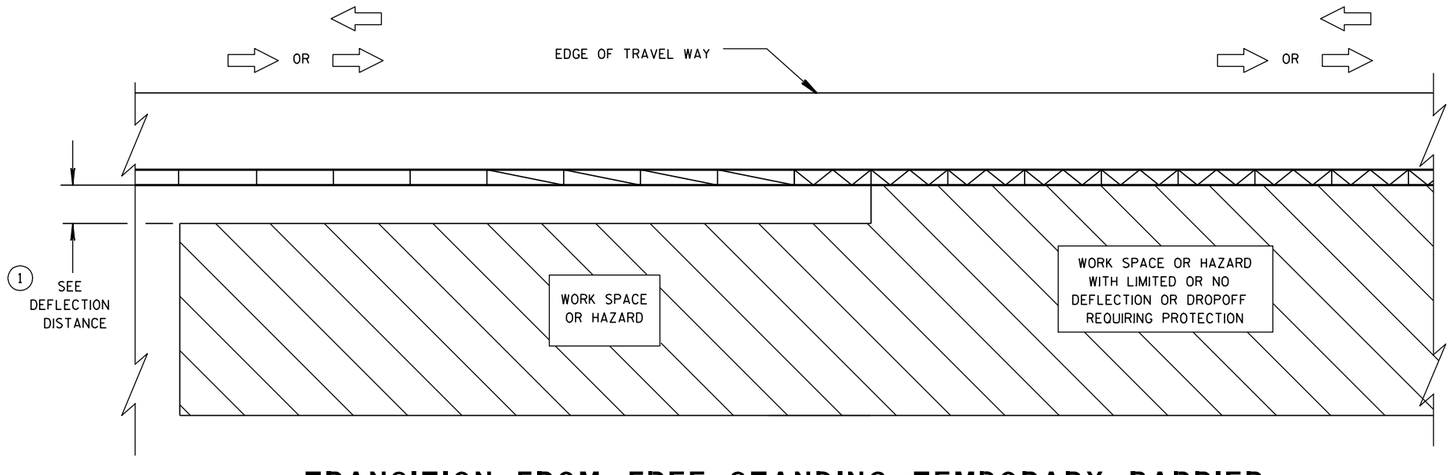
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 8-1a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

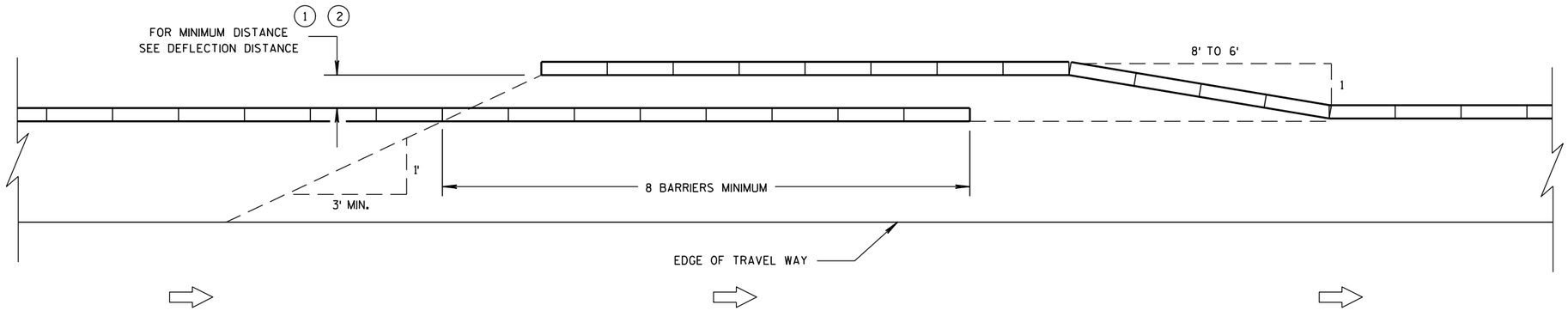
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

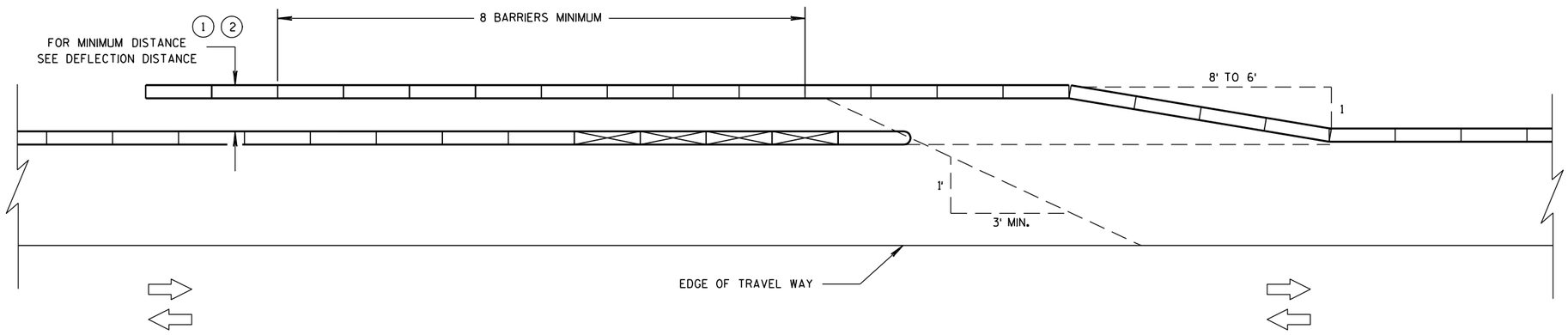
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

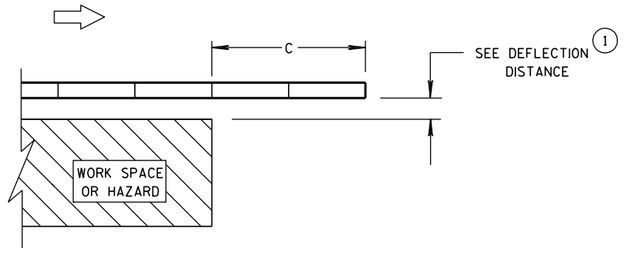
S.D.D. 14 B 8-1b



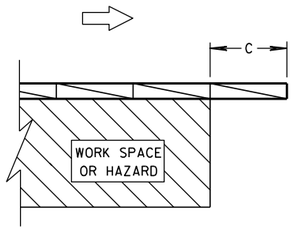
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

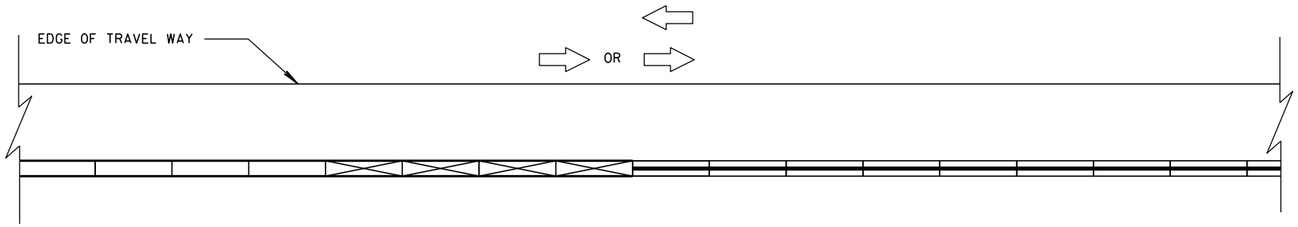
LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

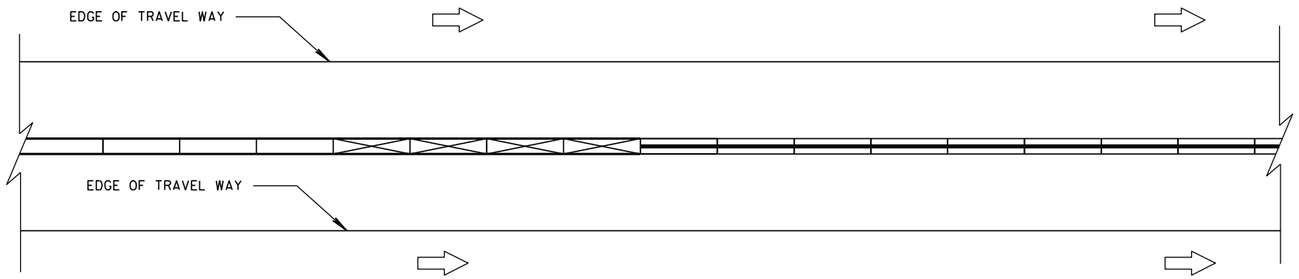
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 8-1c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

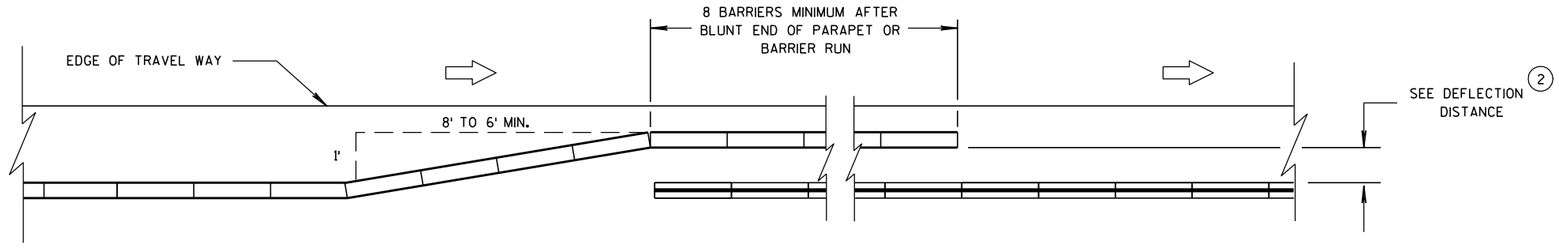
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

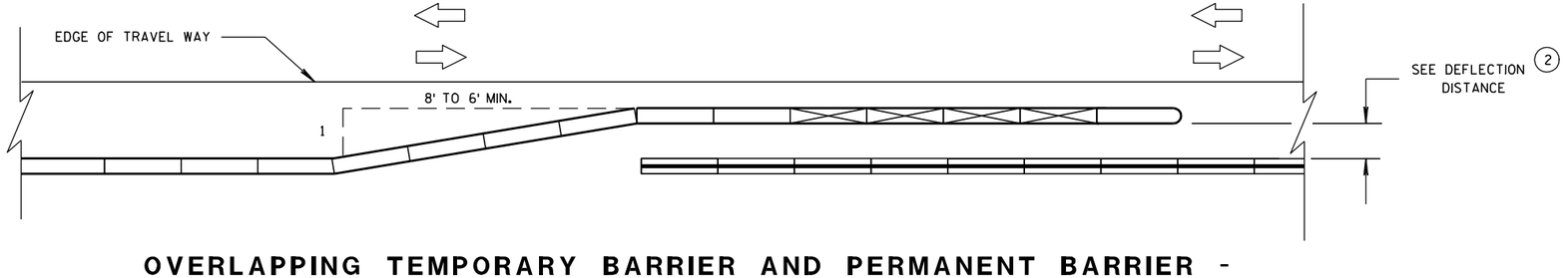
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 8-1d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

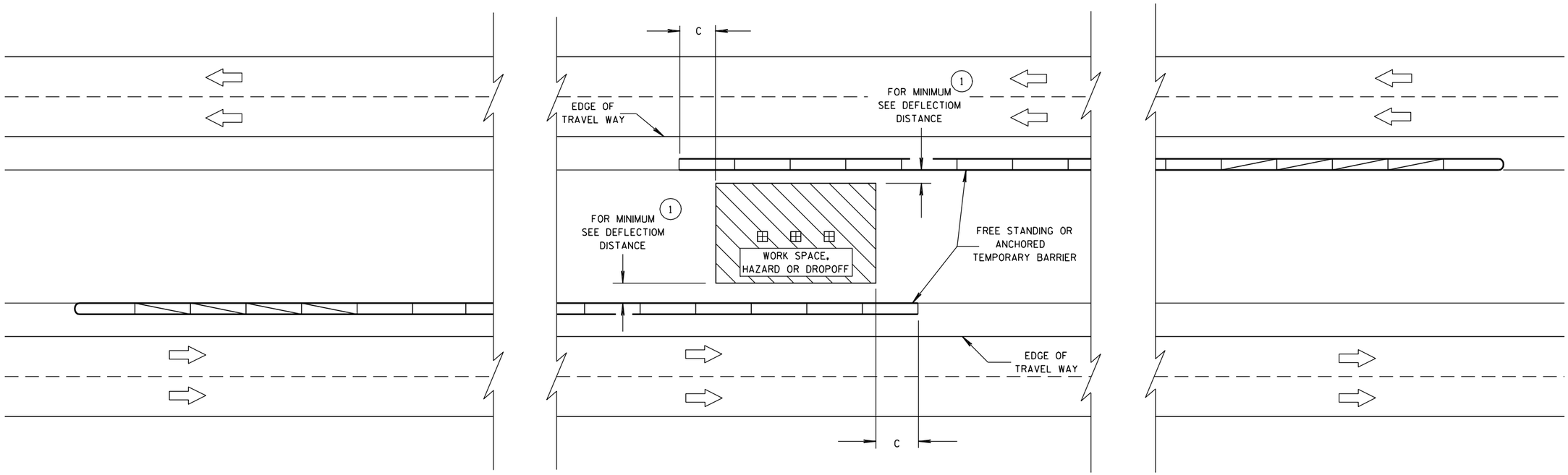
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER

417

FHWA

6

S.D.D. 14 B 8-1e

6

S.D.D. 14 B 8-1e

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, AND THE APPLICABLE SPECIAL PROVISIONS.

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

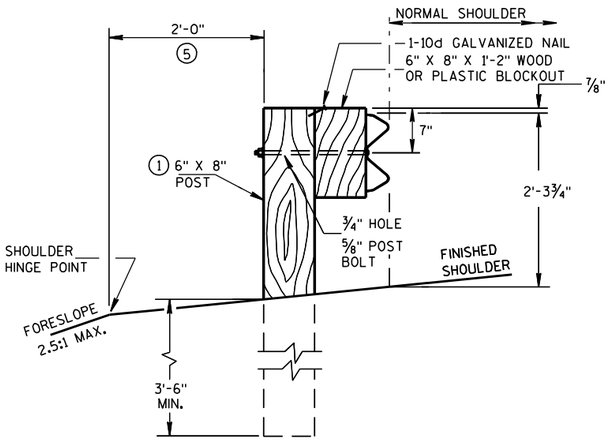
(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

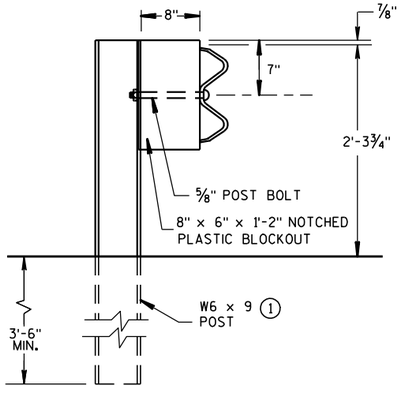
(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

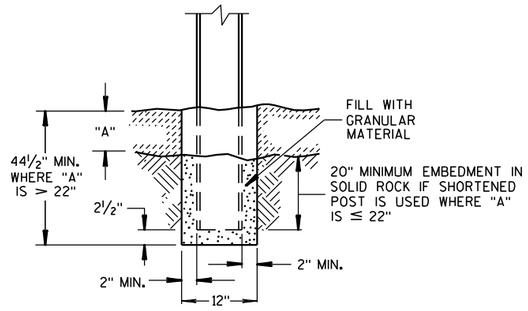
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



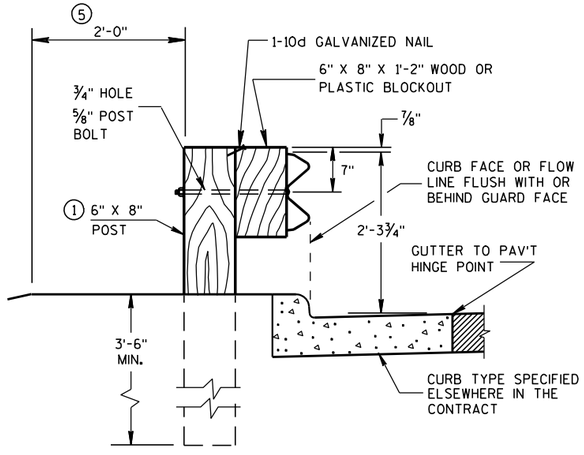
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



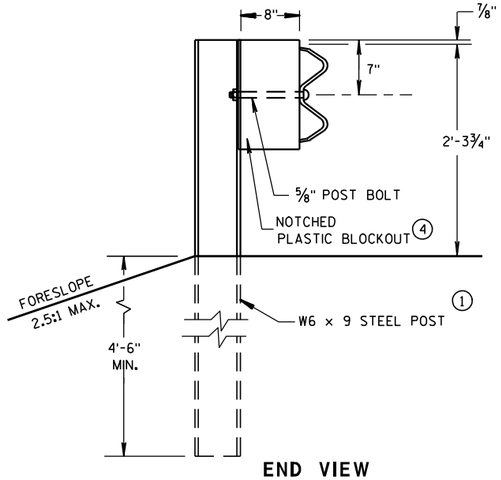
END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



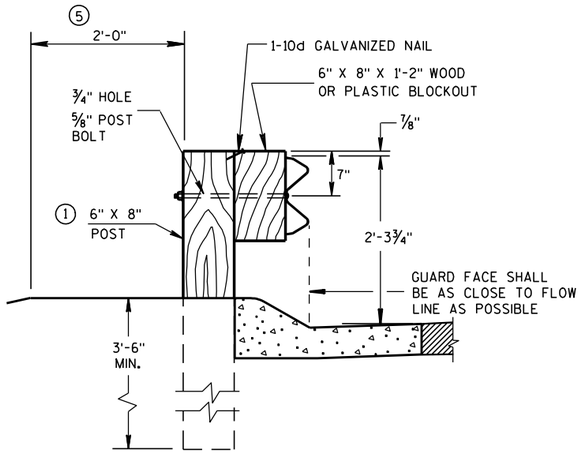
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



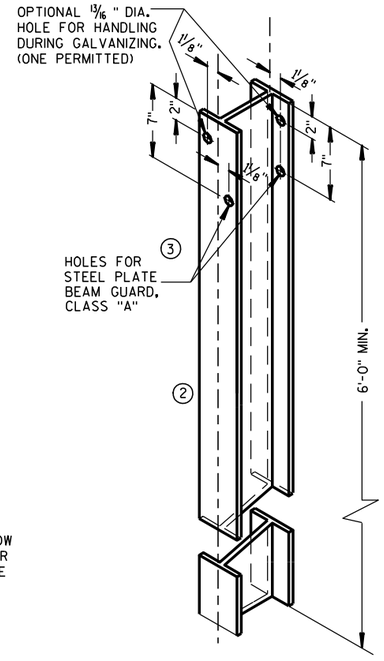
END VIEW
LOCATED ALONG A CURBED ROADWAY



END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)

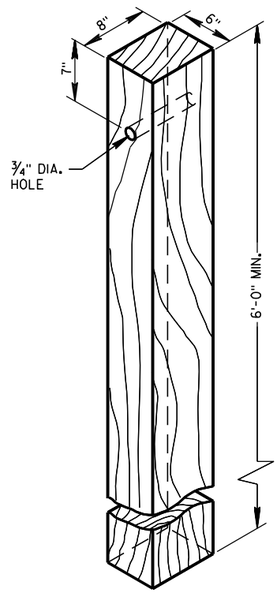


END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

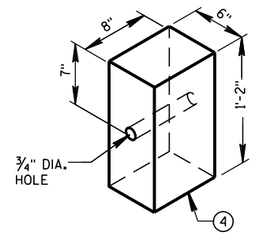


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

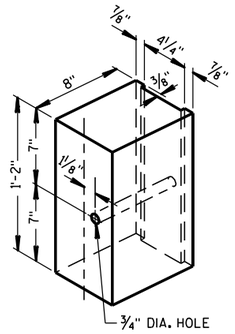
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



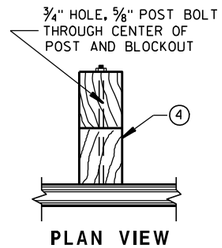
WOOD POST
(6"X8") NOMINAL



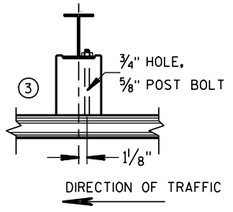
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



TYPICAL NOTCHED (1)
PLASTIC BLOCKOUT
FOR STEEL POSTS



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



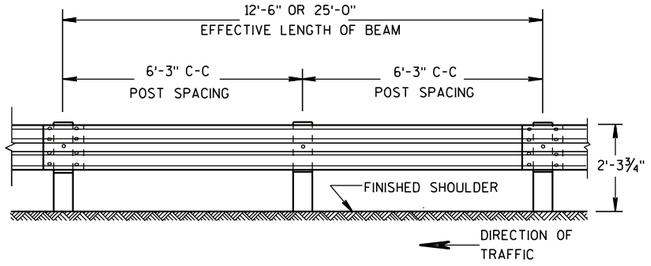
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

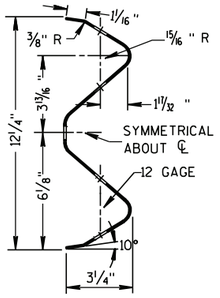
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 15-7a

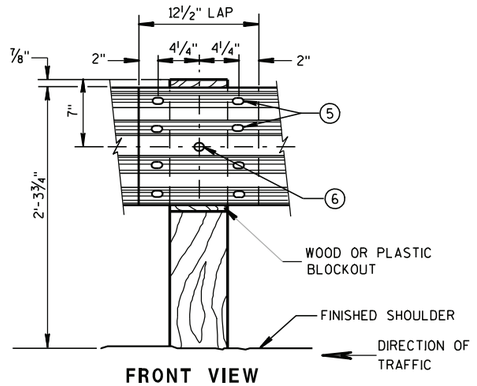


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM

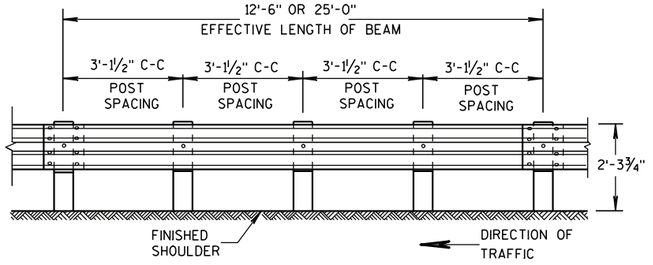


FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

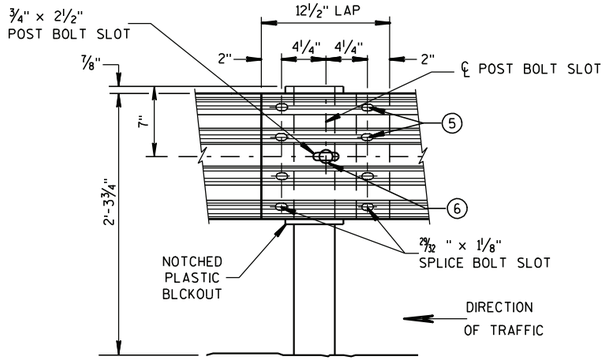
GENERAL NOTES

1. PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.
2. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
3. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
4. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.
5. 8 - 5/8" Φ X 2 " BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.
6. 5/8" Φ X 1'-6" BUTTON HEAD BOLT AND AND RECESS NUT WITH ROUND WASHER UNDER NUT.



FRONT VIEW

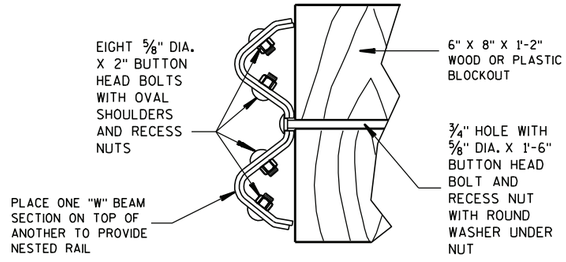
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

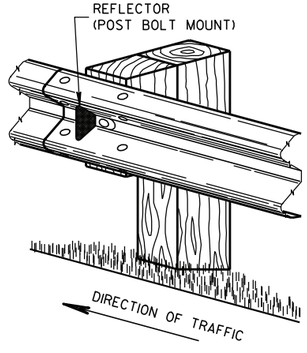


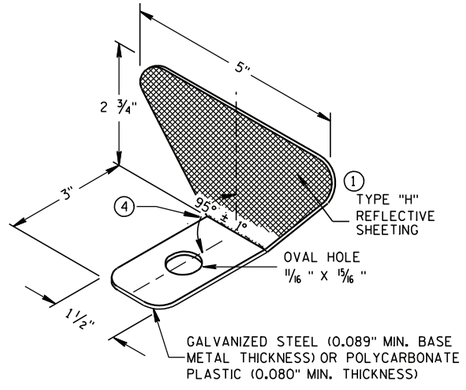
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

REFLECTOR SPACING (2)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (3)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 (4)	



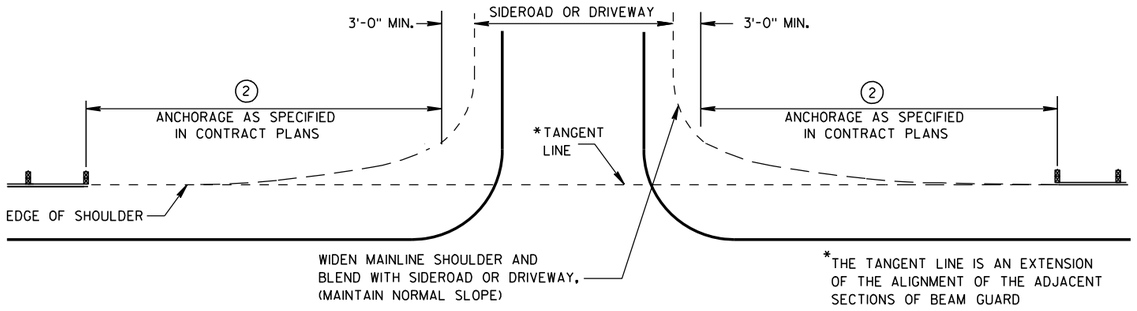


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (1)

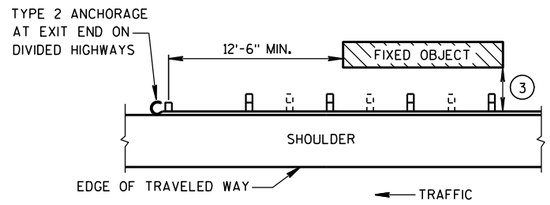
STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

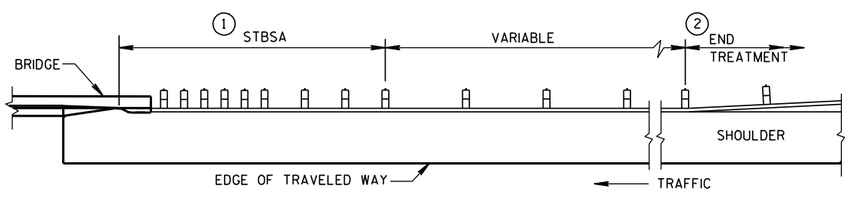
6
S.D.D. 14 B 15-7b



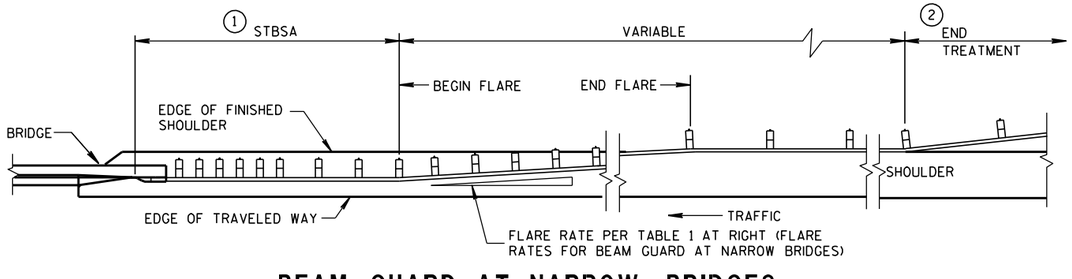
BEAM GUARD AT SIDEROADS OR DRIVEWAYS



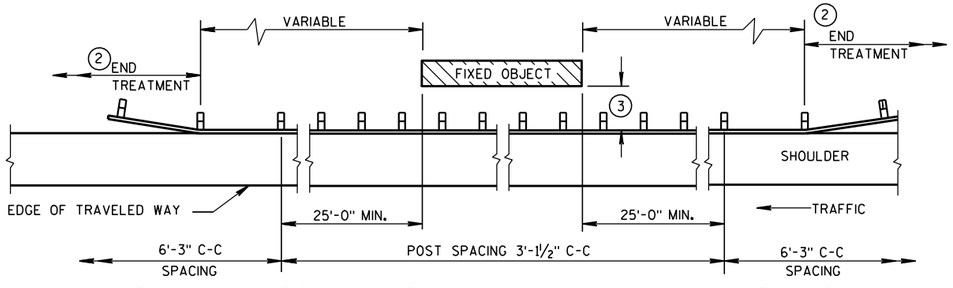
BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC



BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC
(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

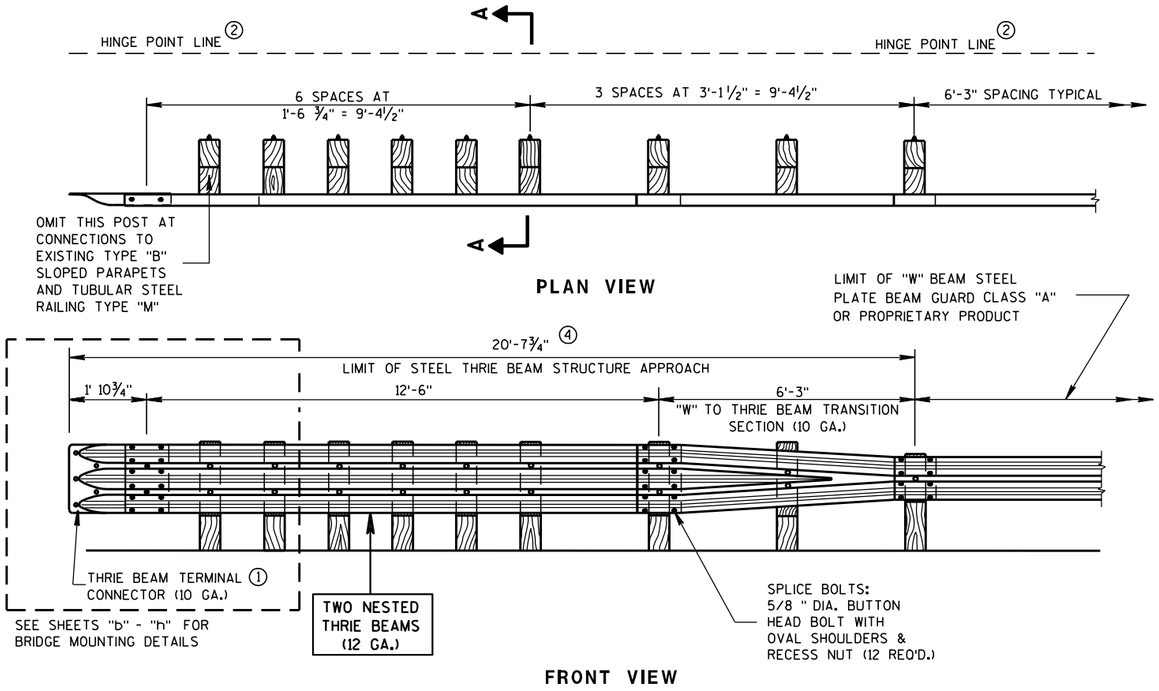
TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-21-07 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



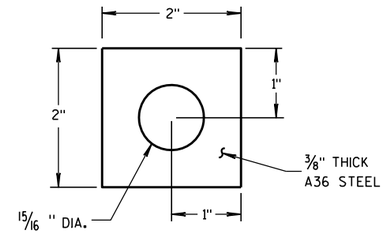


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

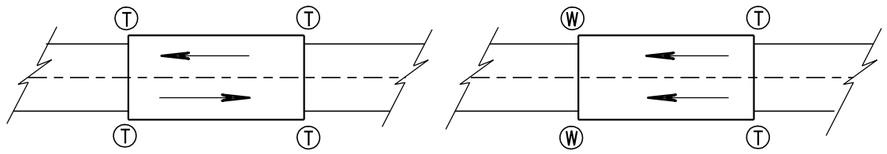
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



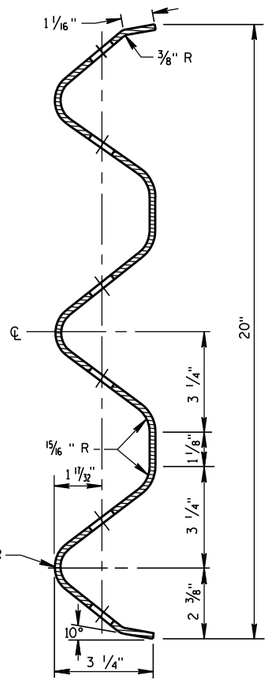
TWO WAY TRAFFIC

ONE WAY TRAFFIC

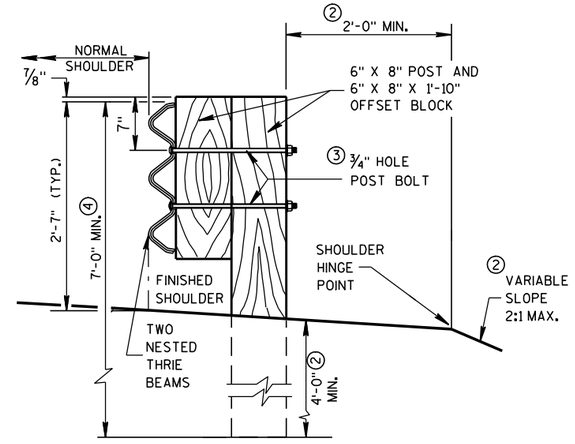
(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

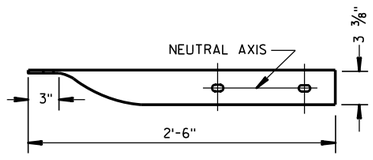
TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

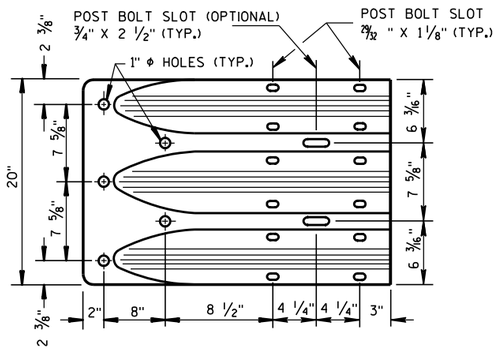


SECTION THRU THRIE BEAM RAIL ELEMENT

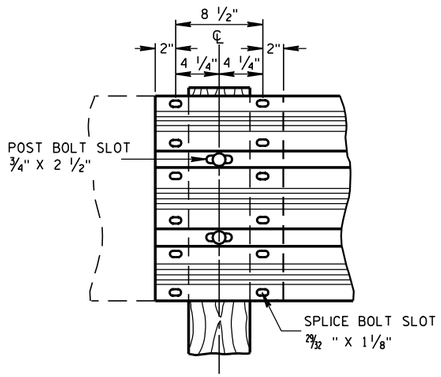


SECTION A-A





THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE

STEEL THRIE BEAM STRUCTURE APPROACH

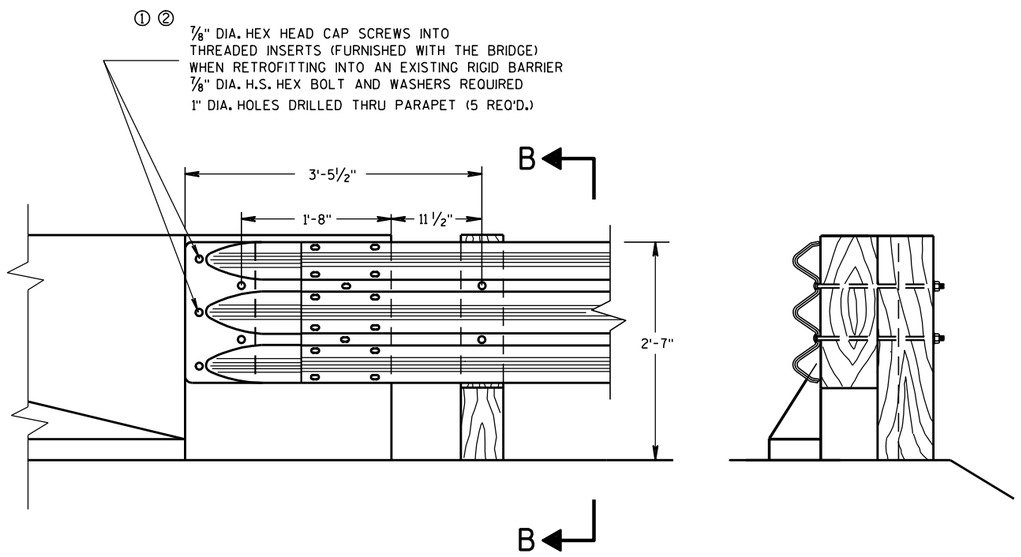
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

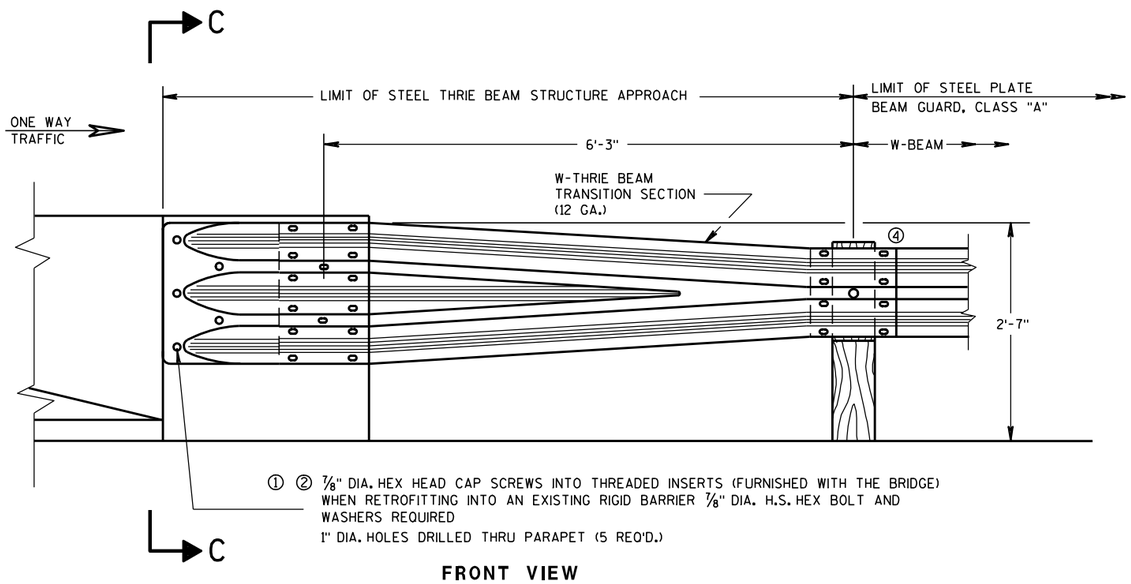
FHWA



FRONT VIEW

SECTION B-B

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (5 REQ'D.)

FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

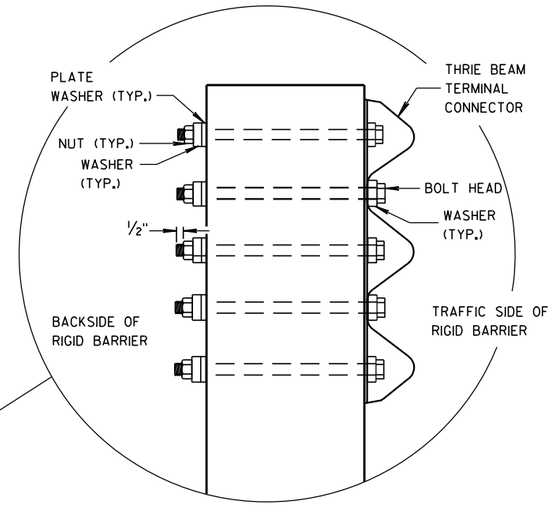
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

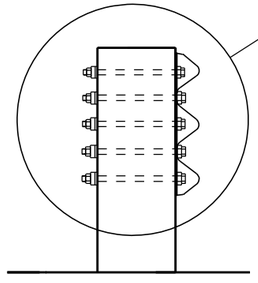
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.





SECTION C-C

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS [422
ENGINEER
FHWA

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S.D.D. 14 B 20-11b

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S.D.D. 14 B 20-11b

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

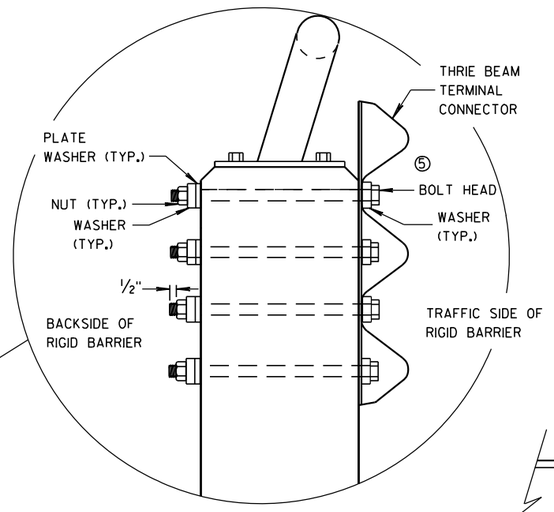
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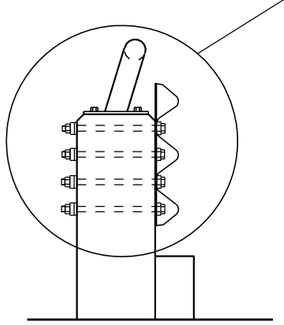
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

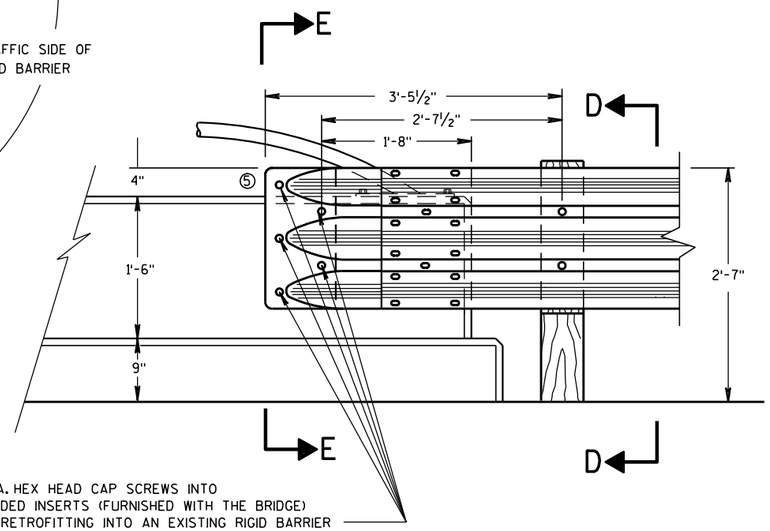
⑤ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.





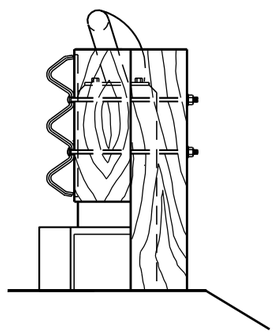
SECTION E-E



① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED

1" DIA. HOLES DRILLED THRU PARAPET (4 REQ'D.)

FRONT VIEW

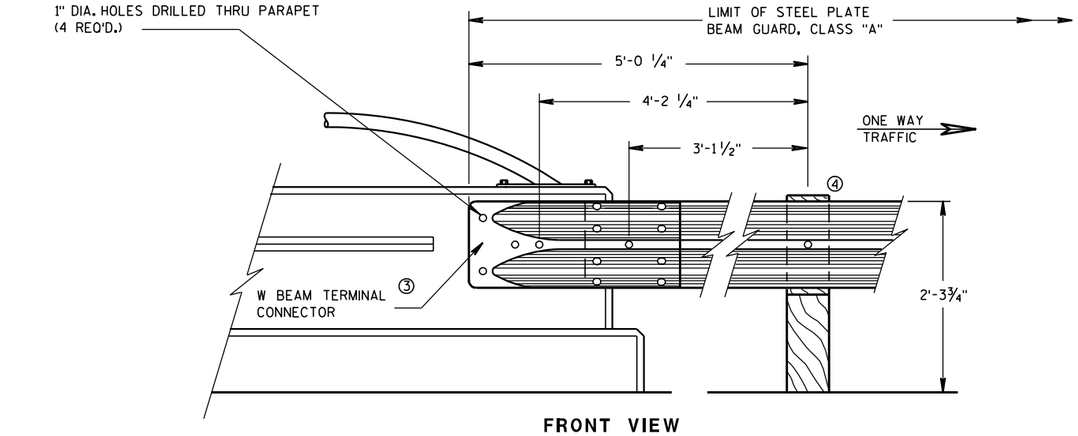


SECTION D-D

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED

1" DIA. HOLES DRILLED THRU PARAPET (4 REQ'D.)



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

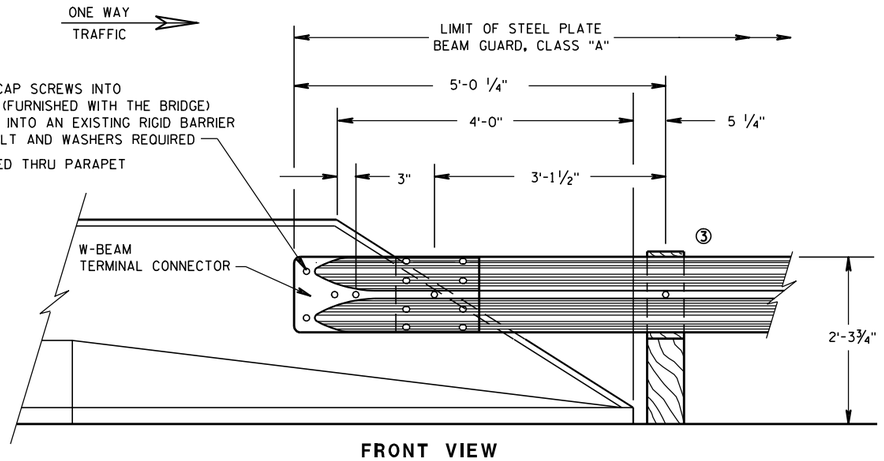
APPROVED
8/31/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

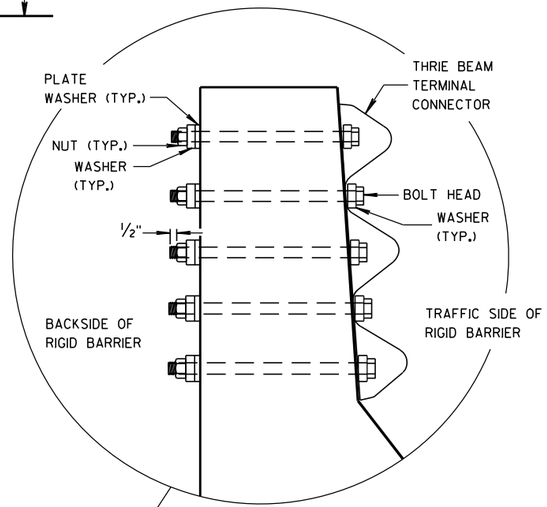
BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

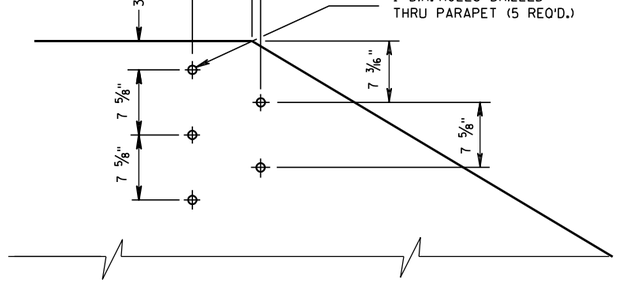
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

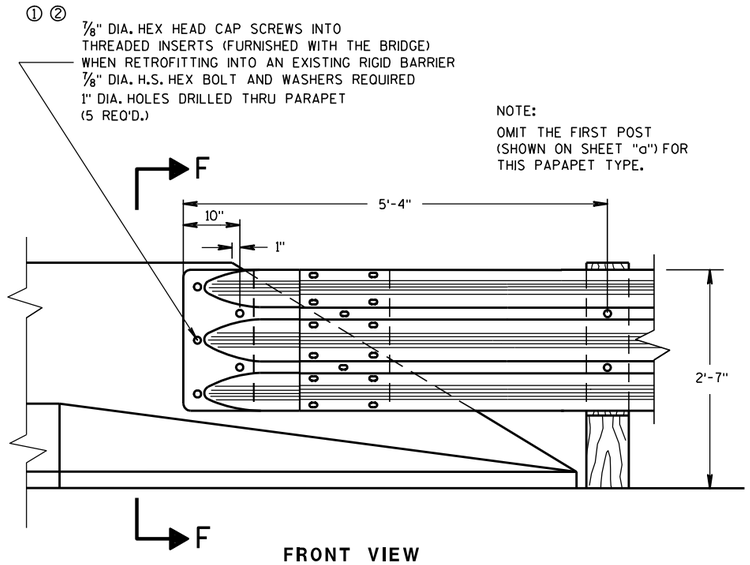
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DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

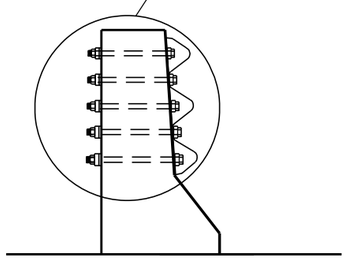




DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION F-F

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS

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8/31/2012 — DATE
/S/ Jerry H. [illegible] — ROADWAY STANDARDS [illegible] ENGINEER
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GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

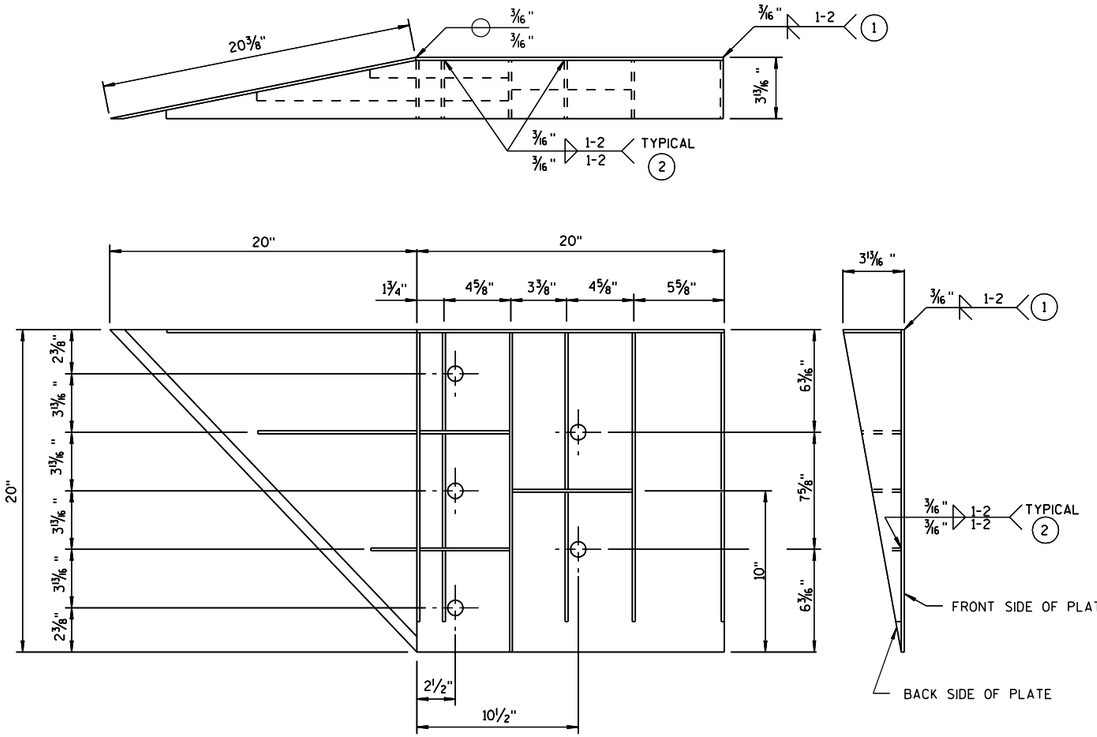
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(1) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(2) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

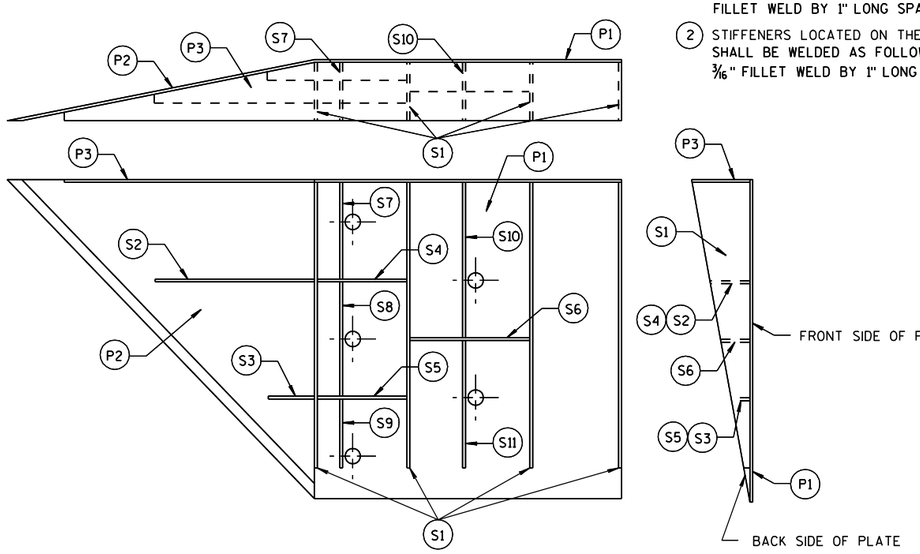


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

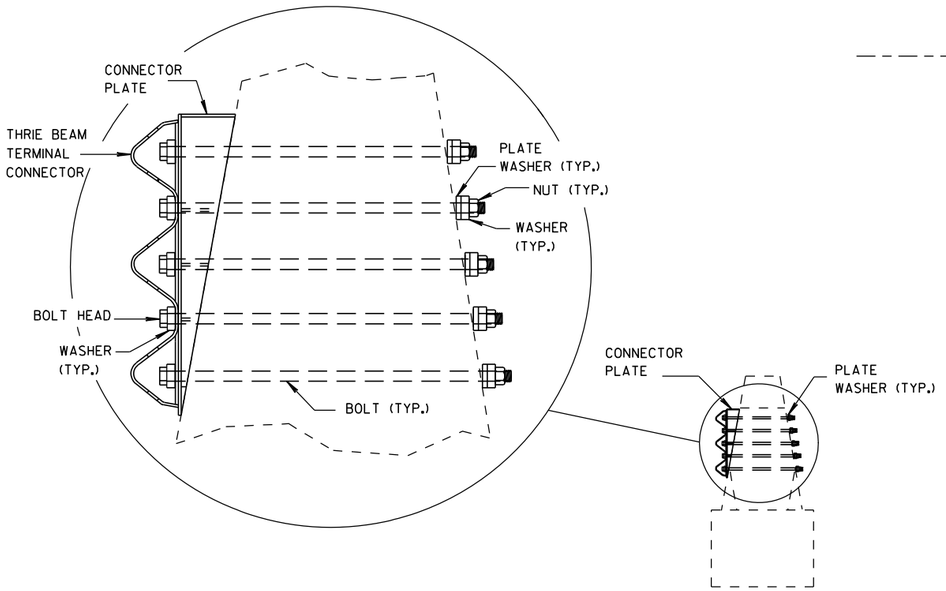
STEEL THRIE BEAM STRUCTURE APPROACH

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTOR PLATE DETAIL

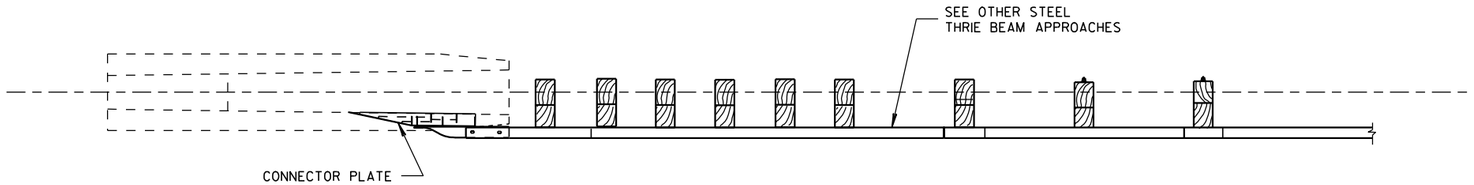
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DEPARTMENT OF TRANSPORTATION

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8/31/2012 DATE
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ROADWAY STANDARDS ENGINEER 425 ENT
FHWA

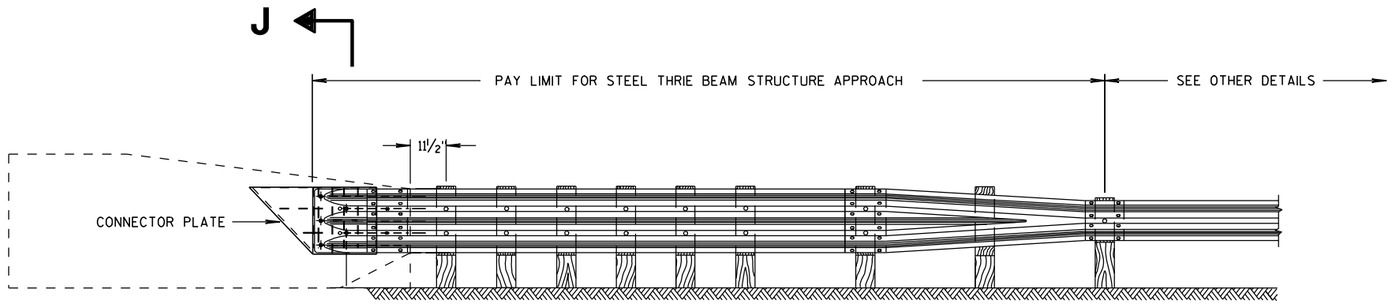
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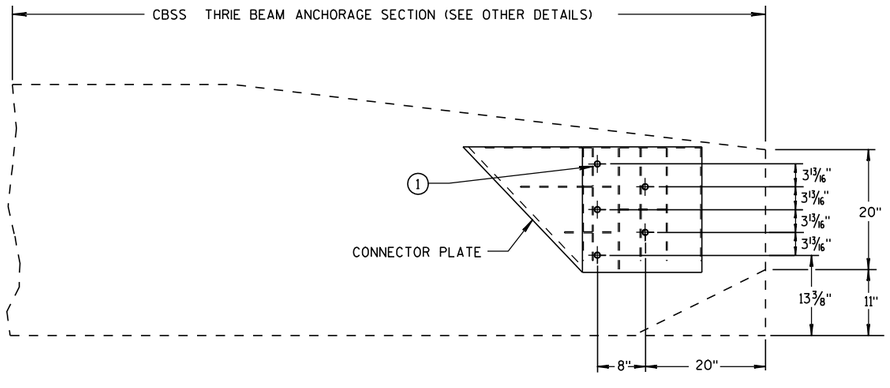
SECTION J-J



PLAN VIEW



FRONT VIEW



CONNECTOR PLATE LOCATION

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 614.

CONNECTOR PLATE, DRILLING HOLES THROUGH PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

STEEL THRIE BEAM STRUCTURE APPROACH

STEEL THRIE BEAM STRUCTURE APPROACH, SINGLE SLOPE ATTACHMENT

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DEPARTMENT OF TRANSPORTATION

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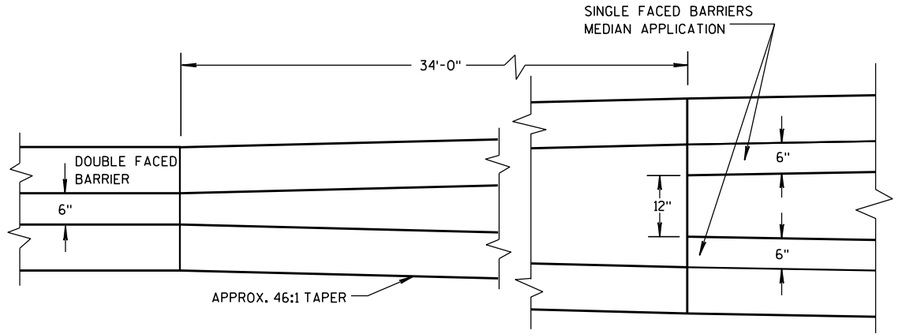
8/31/2012
DATE

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ROADWAY STANDARDS ENGINEER

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S.D.D. 14 B 20-11h



PLAN VIEW

TRANSITION DETAILS OF DOUBLE FACED TO SINGLE FACED CONCRETE MEDIAN BARRIER

(FOOTINGS ARE NOT SHOWN)

GENERAL NOTES

SPLICES OF LONGITUDINAL BARS SHALL BE MADE WITH BARS LAPPED AT LEAST 18-INCHES AND FIRMLY TIED OR FASTENED TOGETHER.

ALL BAR STEEL REINFORCEMENT SHALL CONFORM TO REQUIREMENTS OF AASHTO M31, GRADE 60.

(1) BARRIER SHALL BE INSTALLED ON A CONCRETE SHOULDER INSTEAD OF THE CONCRETE FOOTING WHEN SPECIFIED OR SHOWN ELSEWHERE IN CONTRACT.

(2) OPENINGS FOR DRAINAGE SHALL BE PLACED AT LOW POINTS OF VERTICAL CURVES OR WHERE DIRECTED BY THE ENGINEER.

(3) ¾-INCH BEVEL OR 1-INCH RADIUS (TYPICAL).

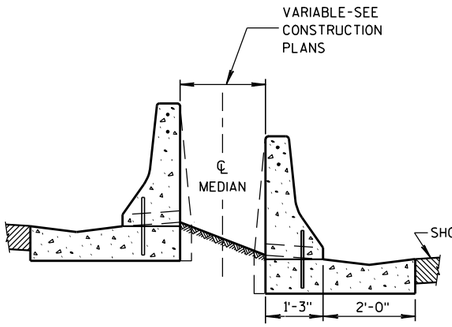
(4) NO. 4 BARS SHALL BE CONTINUED THROUGH CONSTRUCTION JOINTS.

(5) EXPANSION JOINTS SHALL BE PLACED AT EXISTING EXPANSION JOINTS IN THE PAVEMENT AND AT STRUCTURES. SEE REINFORCEMENT AT BARRIER END DETAIL.

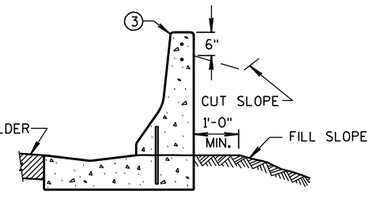
(6) SAWED CONTRACTION JOINTS SHALL BE PROVIDED ACROSS THE FULL WIDTH OF THE BARRIER FOOTING, AND IN FRONT, TOP AND BACK FACE OF THE BARRIER AT EXISTING PAVEMENT JOINTS AND AT UNIFORM INTERVALS BETWEEN WITH A MAXIMUM SPACING OF 25 FEET.



HIGH SIDE
CONCRETE BARRIER DETAIL

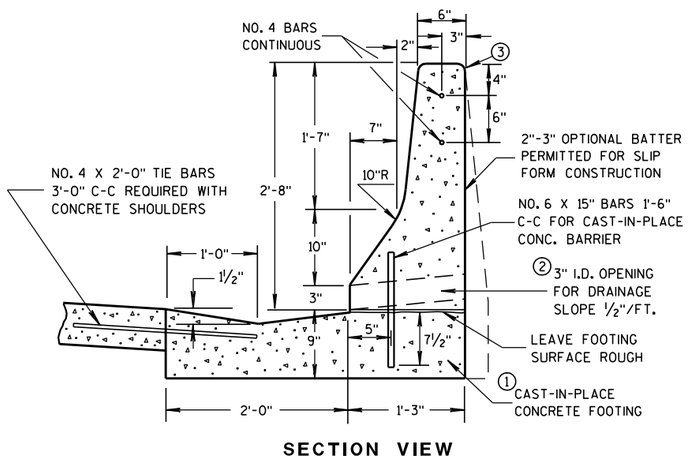


MEDIAN

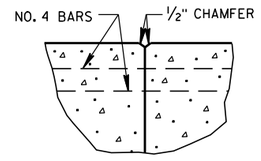


SHOULDER

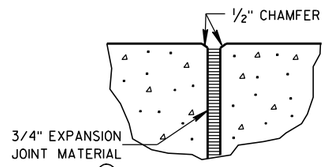
TYPICAL APPLICATIONS



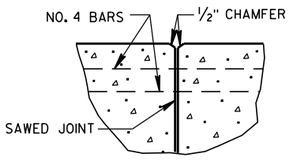
SECTION VIEW



④**CONSTRUCTION JOINT**



⑤**EXPANSION JOINT**



⑥**CONTRACTION JOINT**

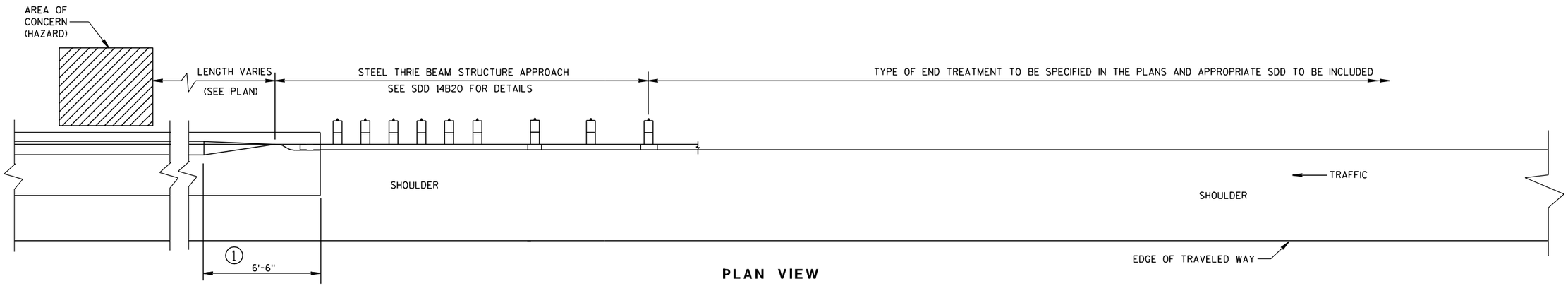
JOINT DETAILS

CONCRETE BARRIER
SINGLE-FACED
(WITH ANCHORAGE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

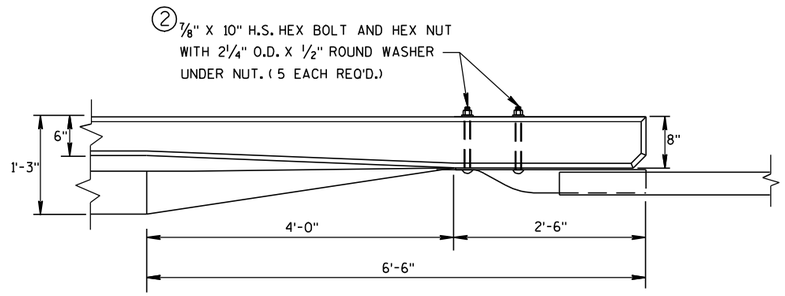
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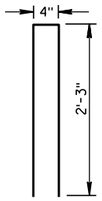


PLAN VIEW

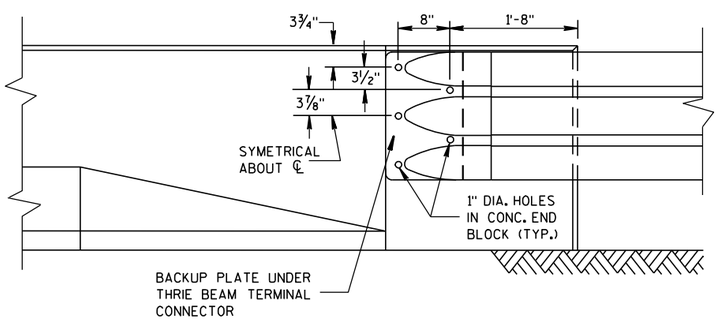
TRANSITION TO STEEL PLATE BEAM GUARD AND END TERMINAL



PLAN VIEW

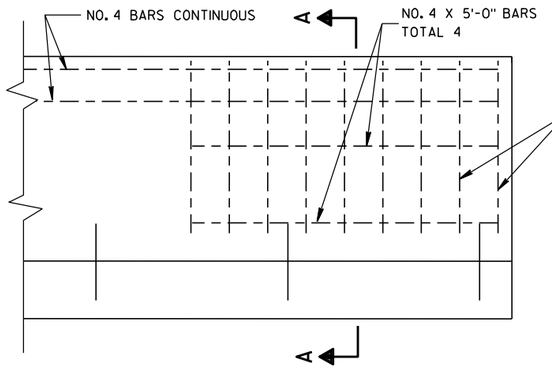


BENT BAR DETAIL

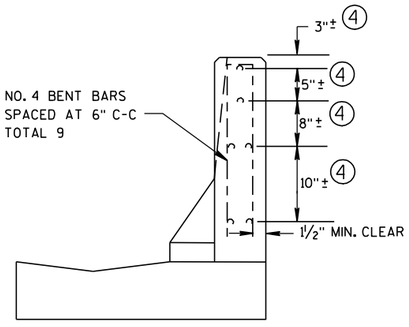


FRONT VIEW

CONCRETE BARRIER TRANSITION TO THRIE BEAM



FRONT VIEW



SECTION A-A

③ REINFORCEMENT AT BARRIER END

GENERAL NOTES

1. A SPECIAL END IS REQUIRED ON THE CONCRETE BARRIER TO TRANSITION TO A CONNECTION WITH THE STEEL THRIE BEAM STRUCTURE APPROACH. SEE THE DETAILS ON THIS SHEET.
2. HIGH STRENGTH BOLTS SHALL MEET REQUIREMENTS OF ASTM A325.
3. REINFORCEMENT REQUIRED AT EXPANSION JOINTS AND WHERE CONCRETE BARRIER IS TERMINATED.
4. PLACE REINFORCEMENT SUCH THAT IT WILL NOT CONFLICT WITH THE BOLT HOLES IN THE THRIE BEAM TERMINAL CONNECTOR.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)

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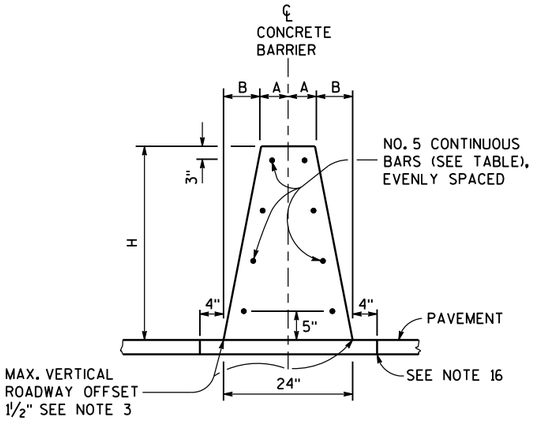
4/12/10
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

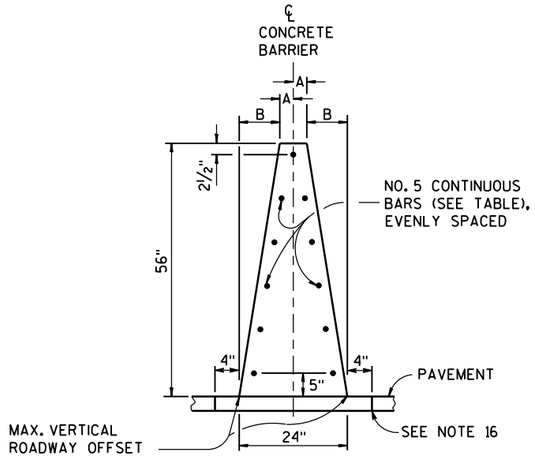
FHWA

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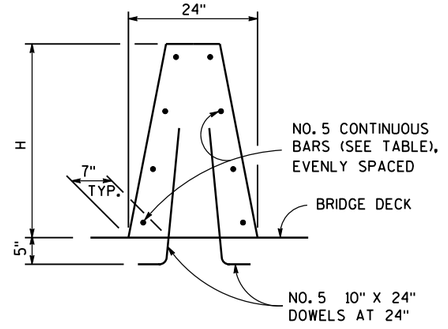
S.D.D. 14 B 22-5b



32-INCH, 36-INCH OR 42-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S32, TYPE S36, AND TYPE S42)



56-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S56)



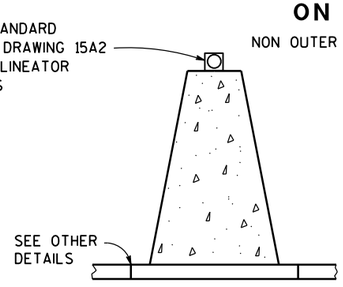
SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

NON OUTER PARAPET APPLICATION

GENERAL NOTES

1. WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
2. EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK, PAVEMENT AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OR ½" MINIMUM.
3. WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1½", USE TYPE A
4. PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
5. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
6. FOR TYPE S32, TYPE S36, TYPE S42, AND S56 MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
7. STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
8. 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.
9. WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.
10. USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
11. 2" CLEAR COVER TYPICAL.
12. COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS. WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.
13. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 NO ADDITIONAL VERTICAL STEEL NEEDED. IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A REQUIRES VERTICAL STEEL. SEE OTHER DETAIL.
14. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 DEPTH OF FOOTING 10". IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A MATCH TOTAL HEIGHT OF SINGLE SLOPE BARRIER RETAINING WALL.
15. FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON DRAWING OR DETAILS SHOWN ON S.D.D. 14B33. ANCHORS INCIDENTAL TO CBSS.
16. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCERET BARRIER BID ITEM. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6¼	5¾	8
42	5¼	6¾	10
56	3	9	11



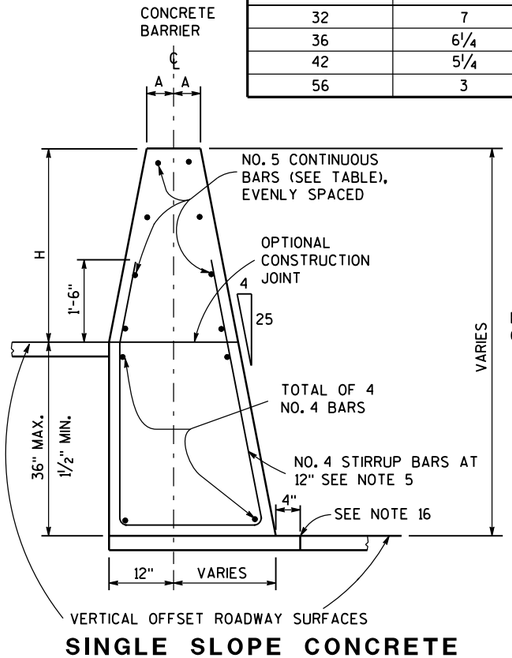
DELINEATION

DELINEATOR SPACING ON HORIZONTAL CURVES

RADIUS OF CURVE	APPROXIMATE SPACING ON CURVE
50 FEET	20 FEET
115 FEET	25 FEET
180 FEET	35 FEET
250 FEET	40 FEET
300 FEET	50 FEET
400 FEET	55 FEET
500 FEET	65 FEET
600 FEET	70 FEET
700 FEET	75 FEET
800 FEET	80 FEET
900 FEET	85 FEET
1000 FEET	90 FEET

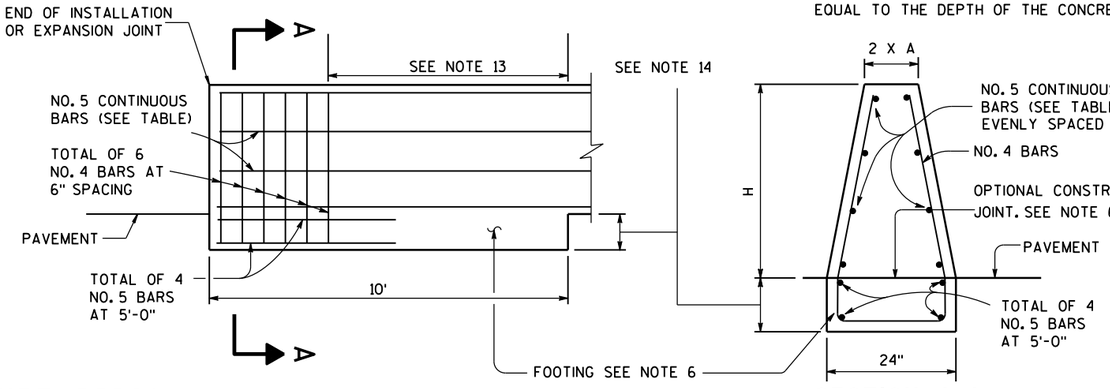
DELINEATOR SPACING ON RADIUS GREATER THAN 1000 FEET OR TANGENT SECTIONS

	LENGTH OF BARRIER	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2	



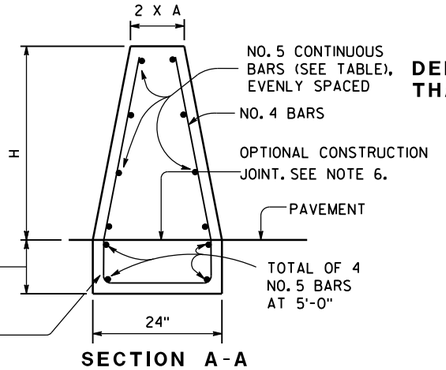
SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)

(BETWEEN ADJACENT ROADWAYS)



END ANCHOR SINGLE SLOPE CONCRETE BARRIER

AT CONSTRUCTION JOINT

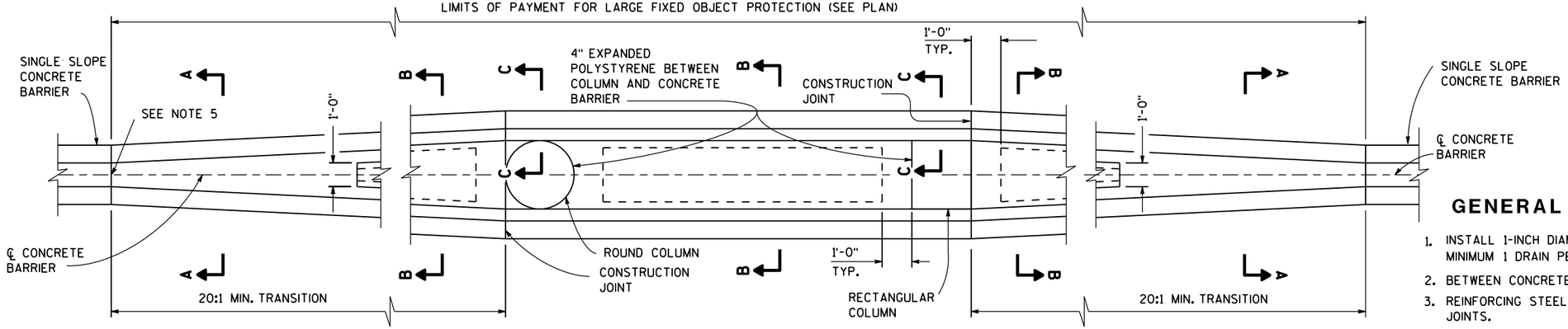


SECTION A-A

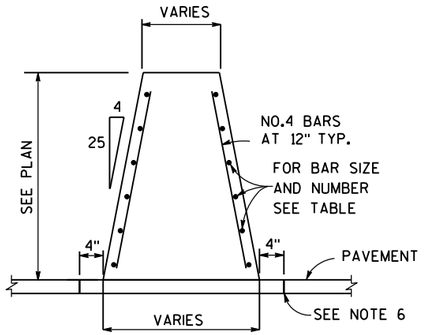
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

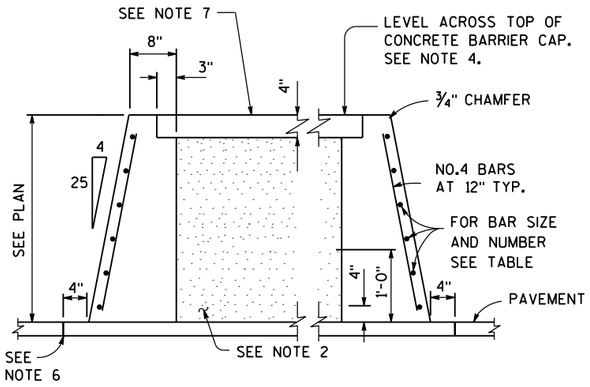
6
S.D.D. 14 B 32-2a



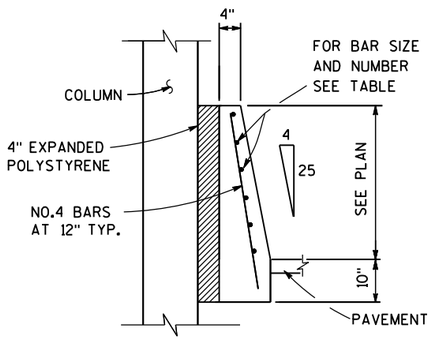
LARGE FIXED OBJECTS PROTECTION
TYPE S32, TYPE S36, TYPE S42, TYPE S56



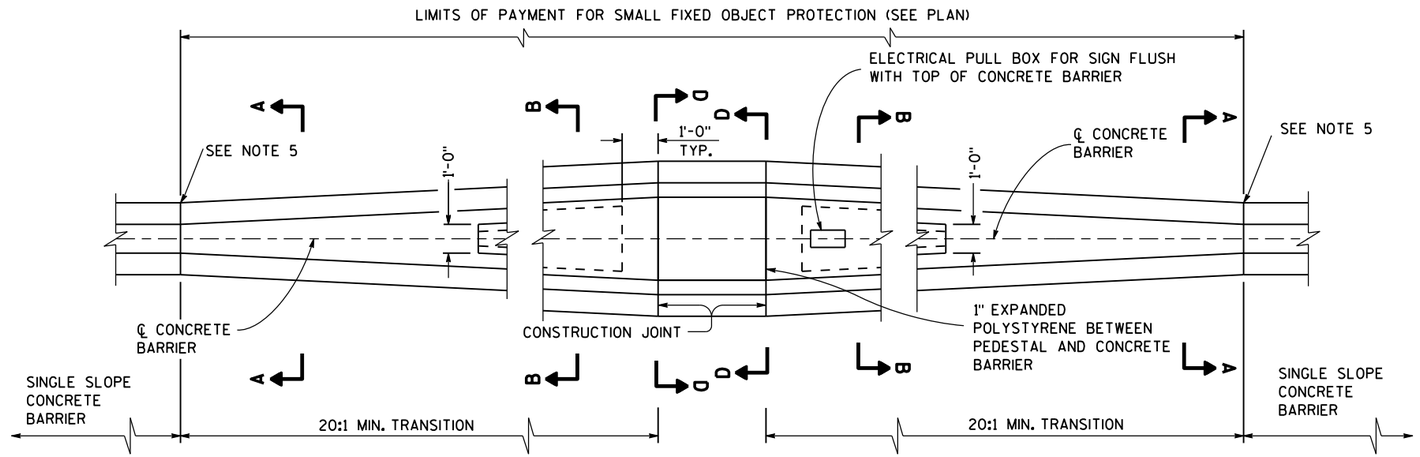
SECTION A-A



SECTION B-B



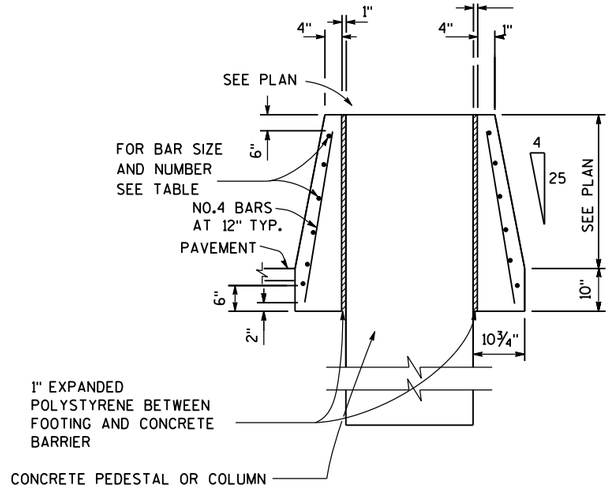
SECTION C-C



SMALL FIXED OBJECTS PROTECTION
TYPE S32, TYPE S36, TYPE S42, TYPE S56

GENERAL NOTES

1. INSTALL 1-INCH DIAMETER DRAIN PIPE EVERY 20 FEET OF CROSS SECTION B-B. MINIMUM 1 DRAIN PER CAVITY.
2. BETWEEN CONCRETE BARRIER WALLS FILL WITH GRANULAR BACKFILL GRADE 2
3. REINFORCING STEEL SHALL EXTEND CONTINUOUS THROUGH CONSTRUCTION JOINTS.
4. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE CAP.
5. IF FIXED OBJECT PROTECTION IS INSTALLED FIRST, USE COLD JOINTS. IF CBSS PLACED FIRST, USE EXPANSION JOINT.
6. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
7. USE NO. 3 BAR SPACED 12 INCHES CENTER TO CENTER (PLACED IN EACH DIRECTION) OR EQUIVALENT WIRE MESH.



SECTION D-D

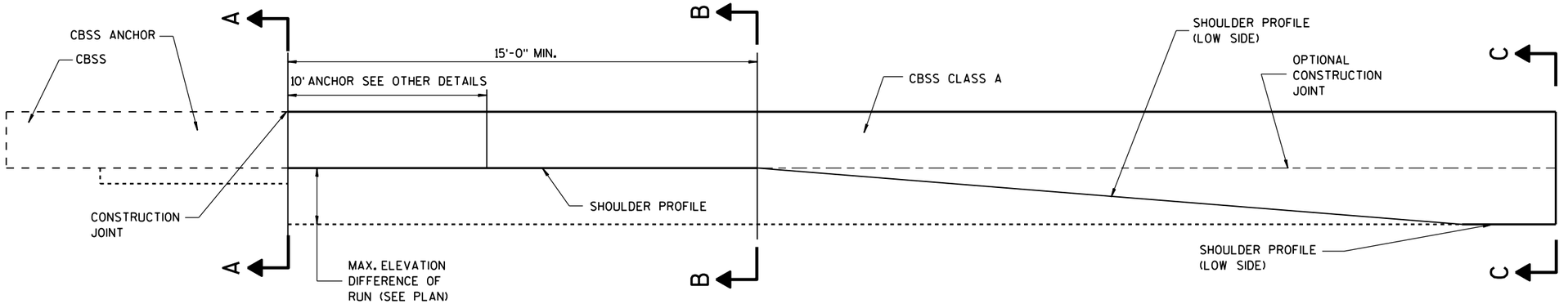
BARRIER HEIGHT H INCHES	BAR SIZE	NUMBER OF BARS EACH
32	4	6
36	4	6
42	5	6
56	5	9

CONCRETE BARRIER SINGLE SLOPE (CBSS)

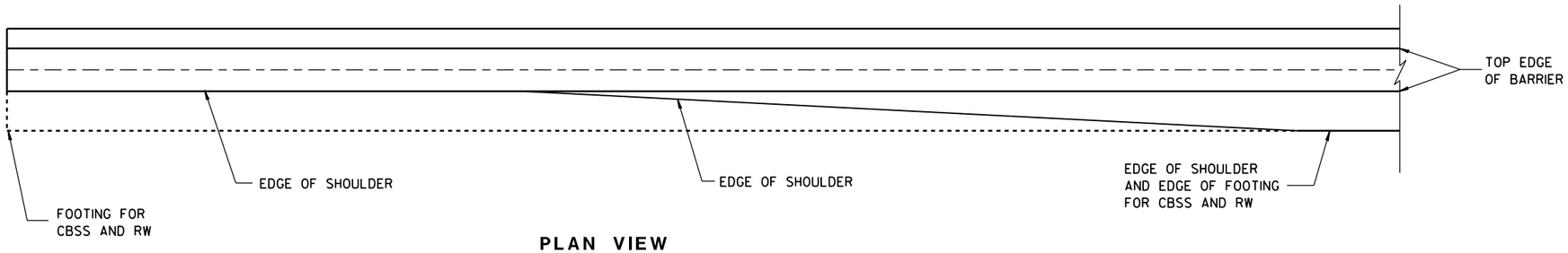
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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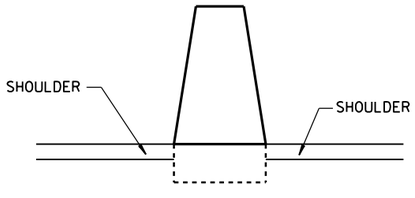
S.D.D. 14 B 32-2b



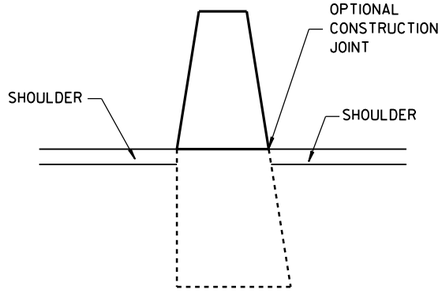
ELEVATION VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



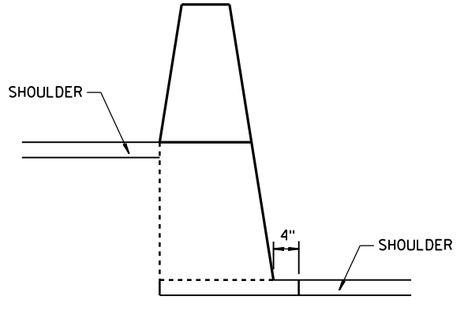
PLAN VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



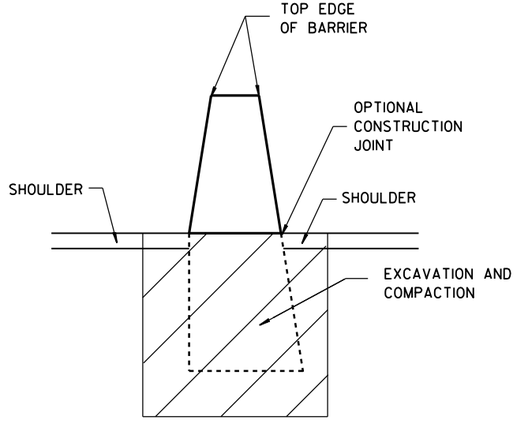
SECTION A-A



SECTION B-B



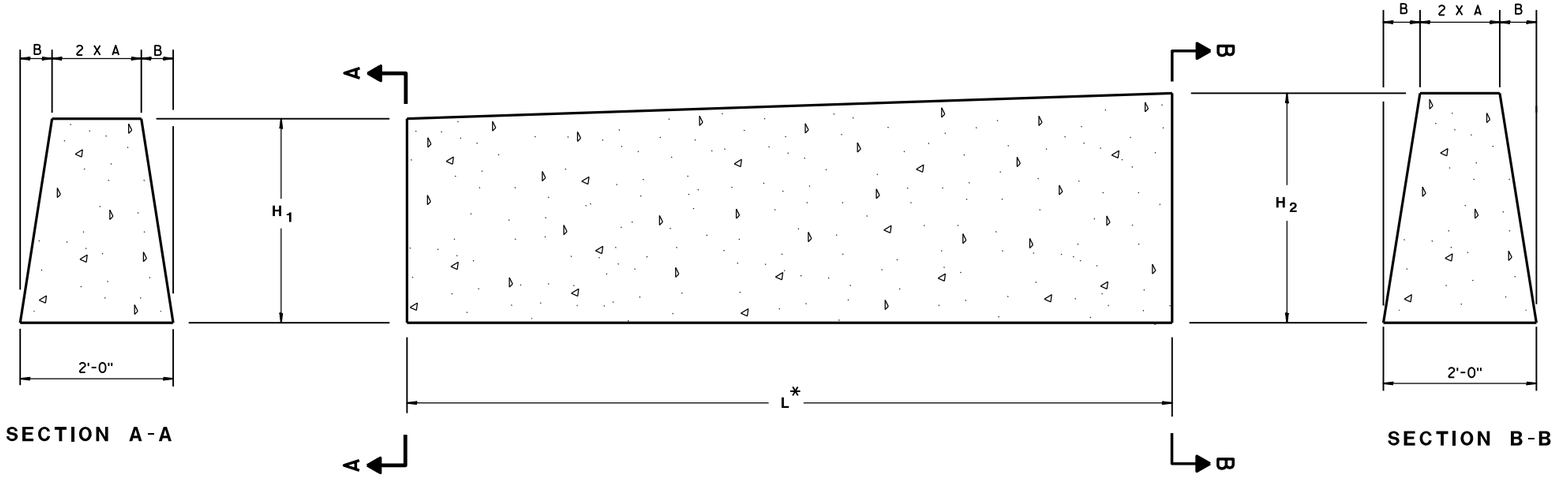
SECTION C-C



CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 32-2c



SECTION A-A

SECTION B-B

DOUBLE COLD JOINT HEIGHT TRANSITION

BARRIER DIMENSIONS

BARRIER HEIGHT INCHES	A INCHES	B INCHES
32	7	5
36	6 1/4	5 3/4
42	5 1/4	6 3/4
56	3	9

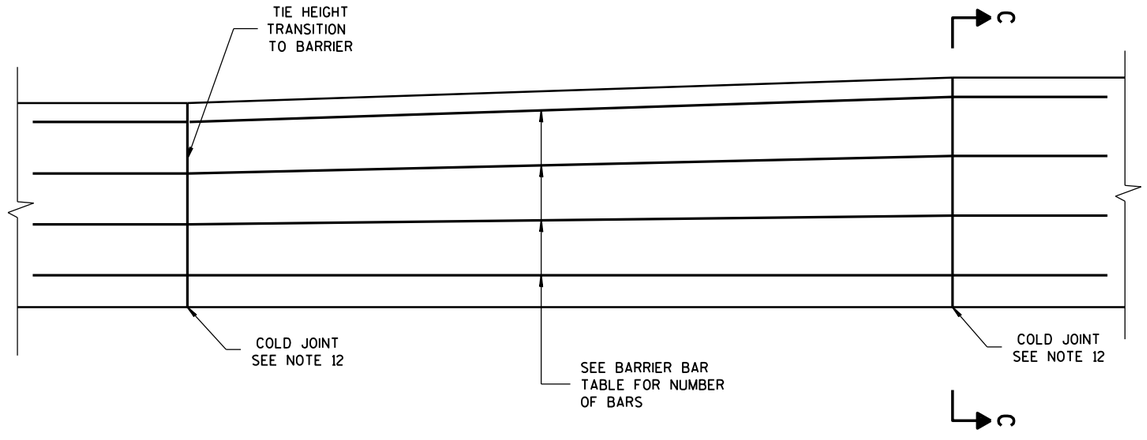
MULTIPLE HEIGHT TRANSITIONS MAY BE USED IN SEQUENCE TO GET TO APPROPRIATE HEIGHT.

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

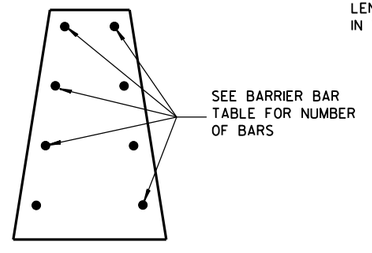
BARRIER BARS

H_1	H_2	L*	NUMBER OF NO. 5 BARS
32"	36"	10'-0"	8
36"	42"	10'-6"	10
42"	56"	24'-6"	11

* LENGTH OF DOUBLE COLD JOINT INCLUDED IN THE TOTAL LENGTH OF CBSS.



STEEL REINFORCEMENT DETAIL



SECTION C-C

CONCRETE BARRIER SINGLE SLOPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-10-2013
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

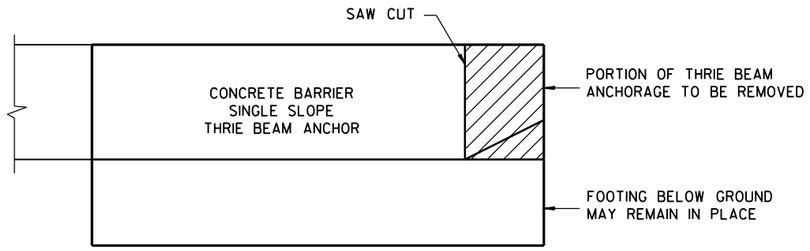
FHWA

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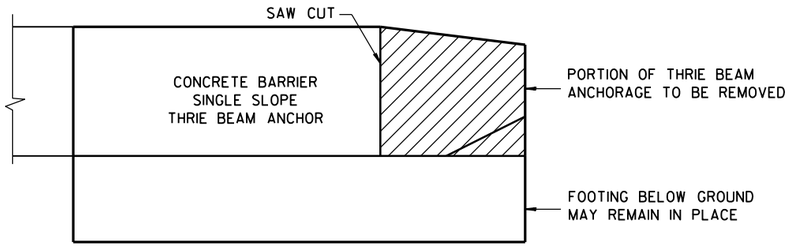
S.D.D. 14 B 32-2d

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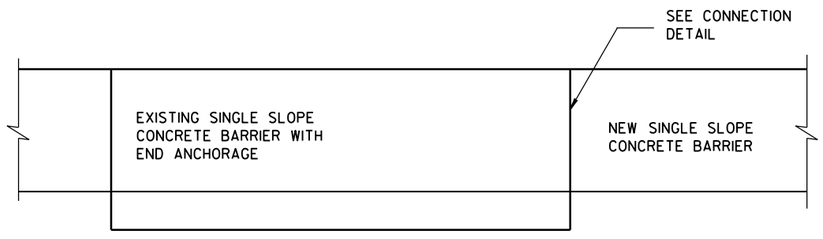
S.D.D. 14 B 32-2d



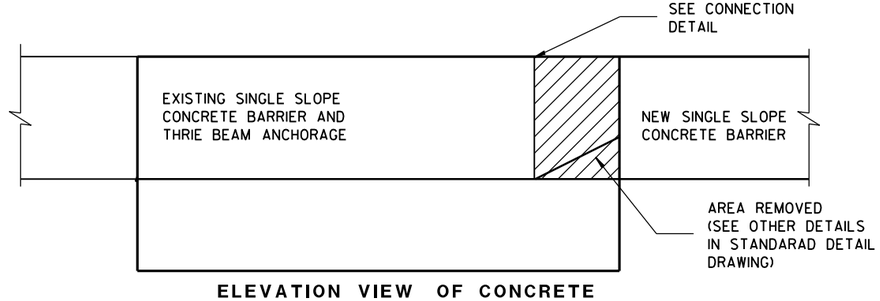
REMOVAL AREA OF
32" CONCRETE THRIE BEAM ANCHORAGE



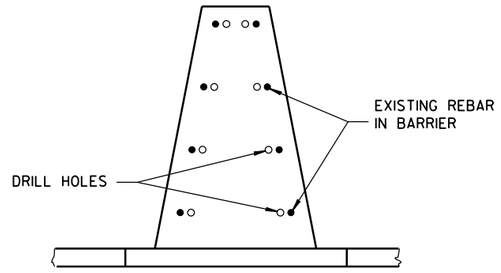
REMOVAL AREA OF CONCRETE THRIE BEAM
ANCHORAGE WITH HEIGHT GREATER THAN 32"



ELEVATION VIEW OF CONCRETE
BARRIER EXTENSION NEAR END ANCHORAGE



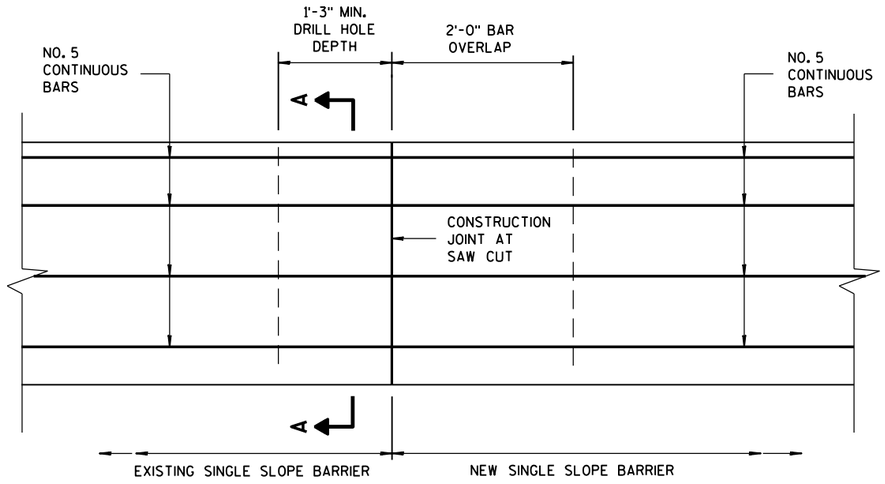
ELEVATION VIEW OF CONCRETE
BARRIER EXTENSION NEAR THRIE BEAM TERMINAL



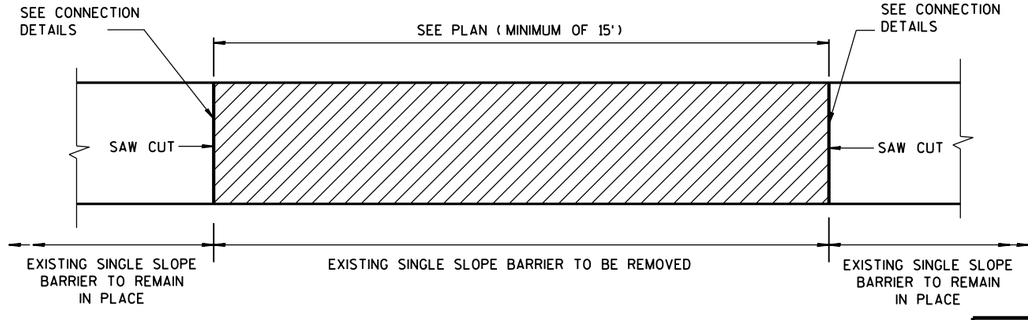
SECTION A-A

GENERAL NOTES

1. THE NUMBER OF DRILL HOLES IS EQUAL TO THE NUMBER OF REBAR IN BARRIER (SEE OTHER DETAILS).
2. MINIMUM DEPTH OF DRILL HOLES IS 1'-3".
3. DRILL HOLES TO BE A MINIMUM OF 4 INCHES FROM THE EDGE OF CONCRETE.
4. INSTALL EPOXY COATED NO. 5 BARS IN DRILL HOLES.
5. END ANCHORAGE MAY OR MAY NOT BE PRESENT ON EXISTING BARRIER.
6. REMOVE THRIE BEAM ANCHORAGE AS SHOWN.
7. ALL ITEMS INCLUDED WITH CONCRETE BARRIER ITEMS EXCEPT FOR REMOVAL.



CONNECTION OF EXISTING SINGLE SLOPE CONCRETE BARRIER TO
NEW SINGLE SLOPE CONCRETE BARRIER



ELEVATION FILE
BARRIER REMOVAL AND REPLACEMENT

CONCRETE BARRIER
SINGLE SLOPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-10-2013
DATE

/S/ Jerry H. Zoaa
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

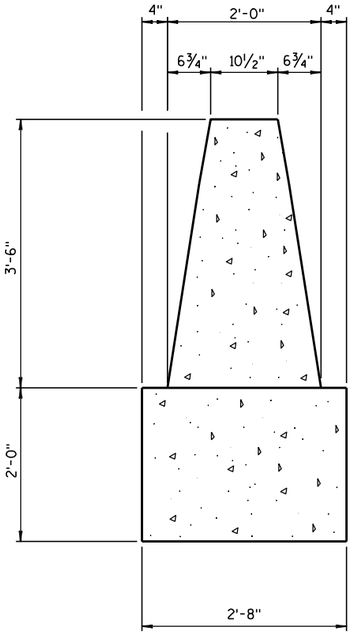
RETROFIT OR REPAIR SINGLE SLOPE CONCRETE BARRIER

6

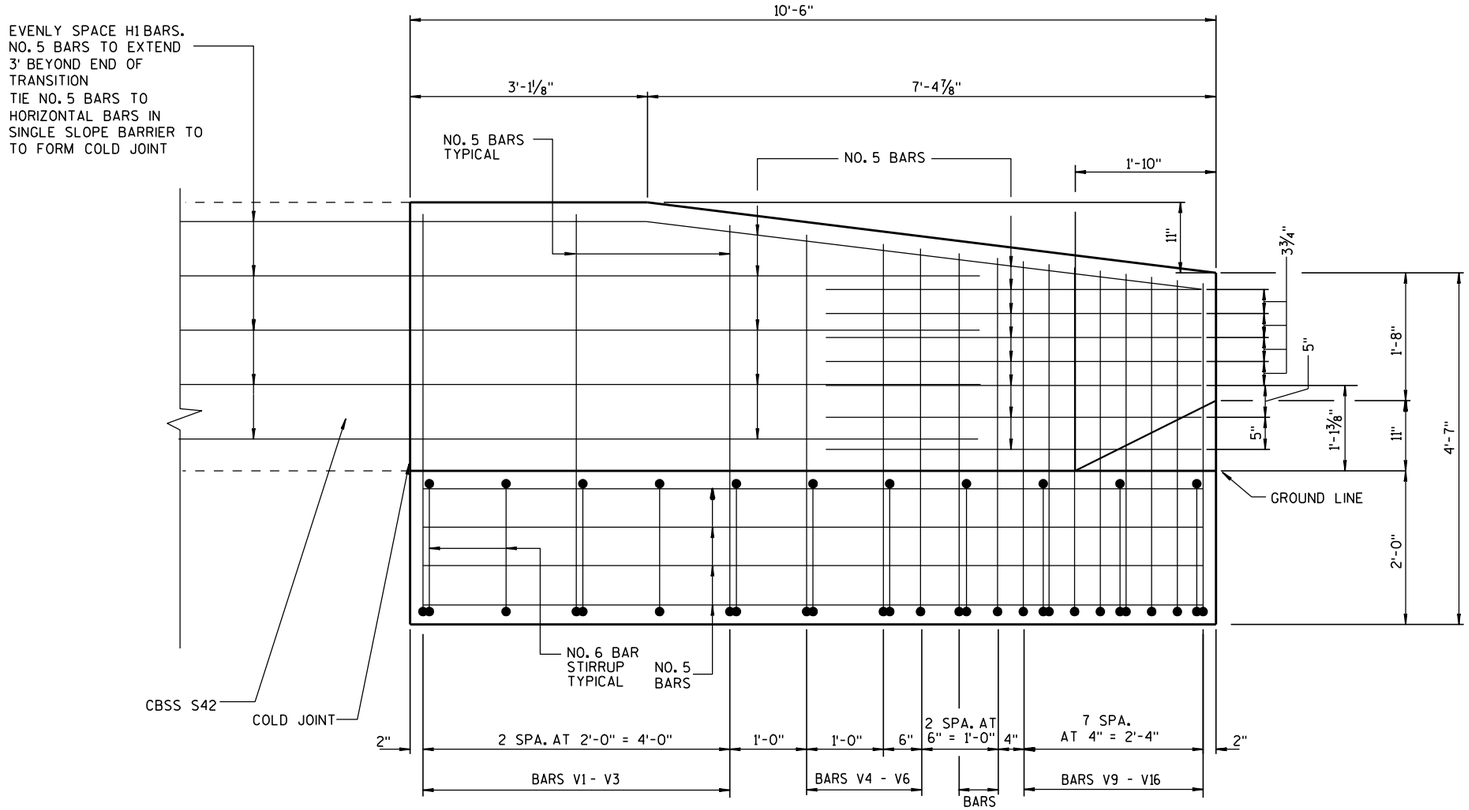
S.D.D. 14 B 32-2e

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S.D.D. 14 B 32-2e

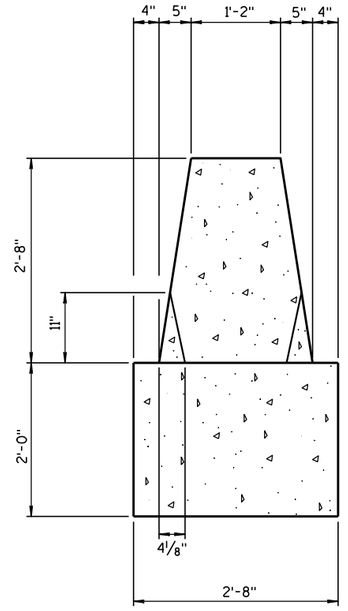


SECTION A-A

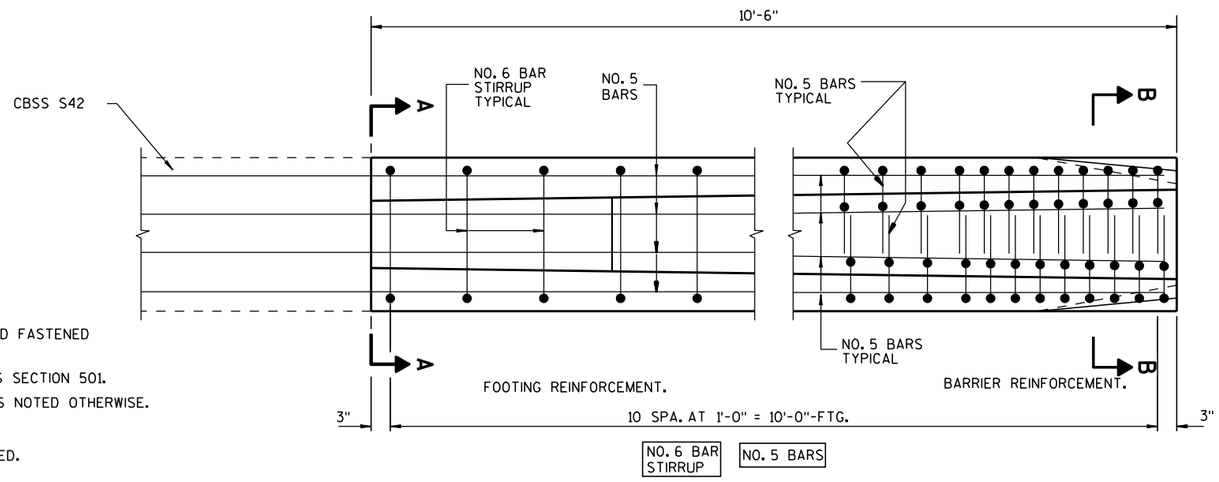


SEE SECTIONS ① THRU ⑯

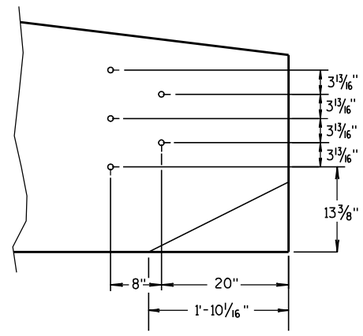
ELEVATION VIEW



SECTION B-B



PLAN VIEW



PVC PIPE LOCATIONS

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE of BARRIER.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

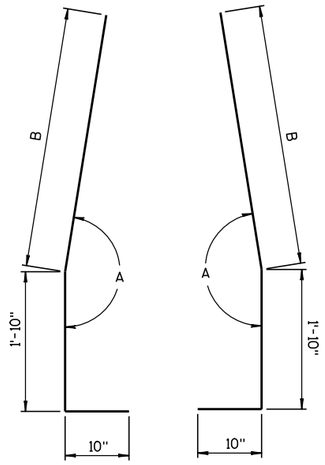
CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 33-1g

BAR CHART
SECTIONS V1 - V11

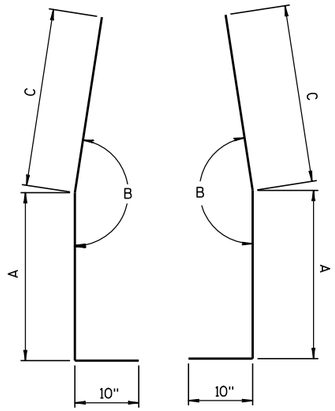
BAR	A	B
V1	170°-50'	3'-4½"
V2	171°-20'	3'-4½"
V3	171°-30'	3'-2½"
V4	171°-25'	3'-1½"
V5	171°-15'	3'-0"
V6	171°-15'	2'-11"
V7	171°-20'	2'-10½"
V8	171°-10'	2'-9½"
V9	171°-10'	2'-9"
V10	171°-05'	2'-8½"
V11	171°-10'	2'-8"



BAR BENDING DETAIL
FOR BARS V1 - V11

BAR CHART
SECTIONS V12 - V13

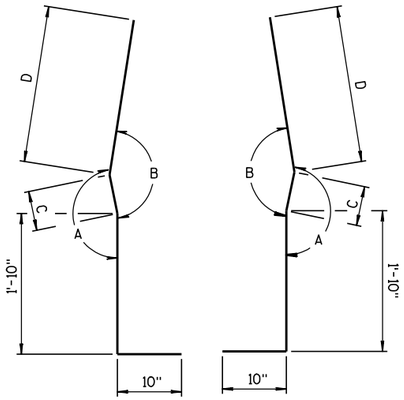
BAR	A	B	C
V12	2'-2"	171°-15'	2'-3½"
V13	2'-7"	171°-05'	1'-10"



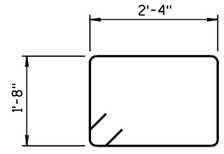
BAR BENDING DETAIL
FOR BARS V12 - V13

BAR CHART
SECTIONS V14 - V16

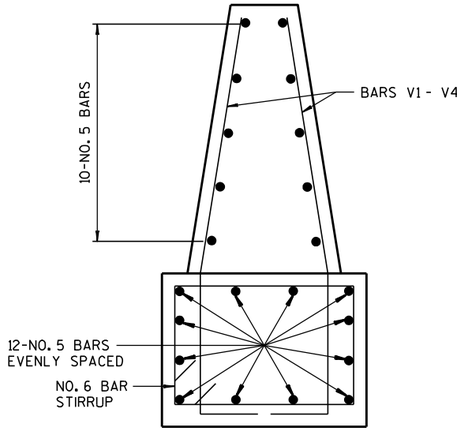
BAR	A	B	C	D
V14	168°-15'	159°-15'	6"	2'-0"
V15	169°-20'	161°-00'	8"	1'-10"
V16	168°-40'	160°-10'	10"	1'-8"



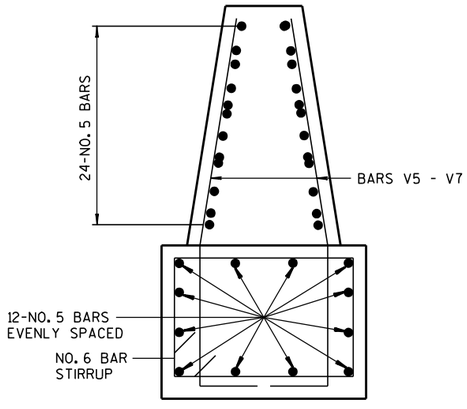
BAR BENDING DETAIL
FOR BARS V14 - V16



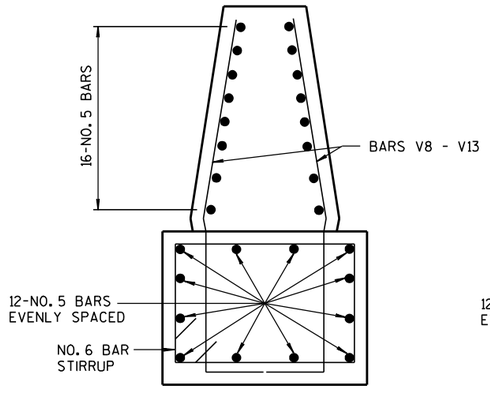
STIRRUP BAR
BENDING DETAIL



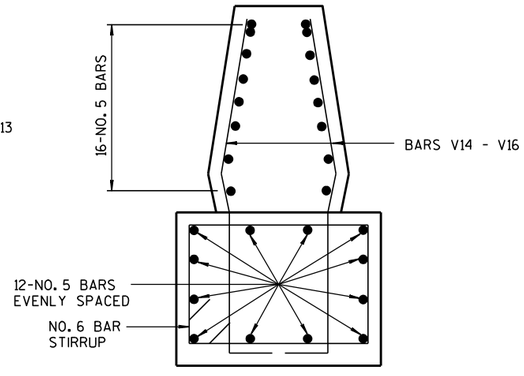
BAR DETAIL
SECTIONS V1 - V4



BAR DETAIL
SECTIONS V5 - V7



BAR DETAIL
SECTIONS V8 - V13



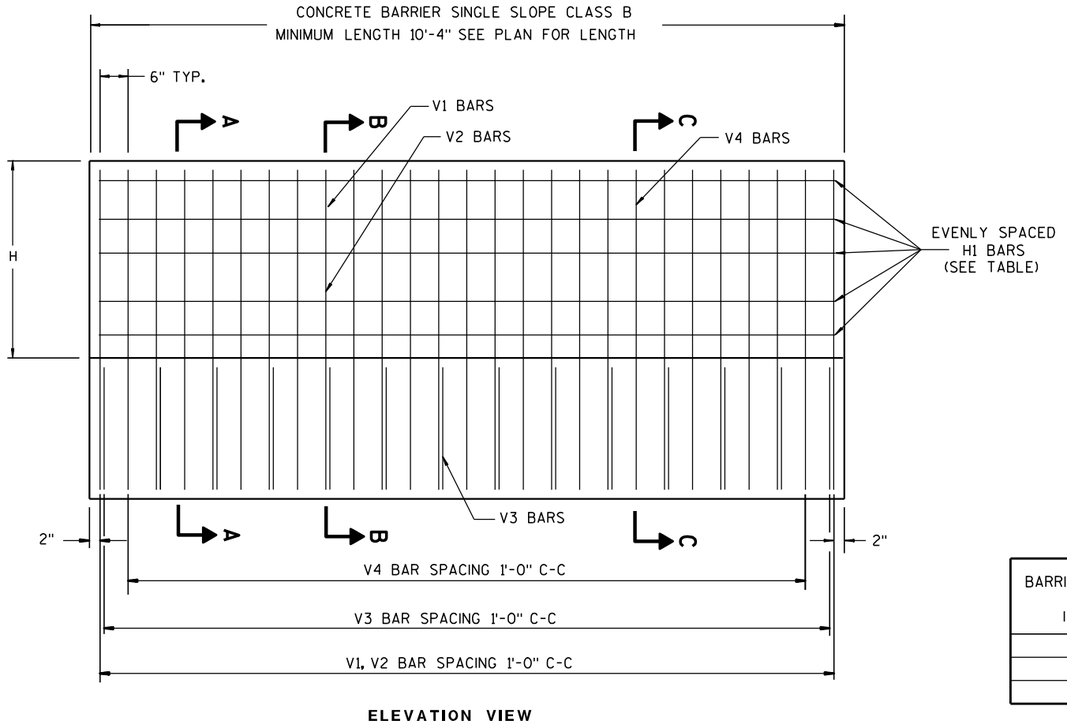
BAR DETAIL
SECTIONS V14 - V16

CONCRETE BARRIER
SINGLE SLOPE 42"
THRIE BEAM ANCHOR

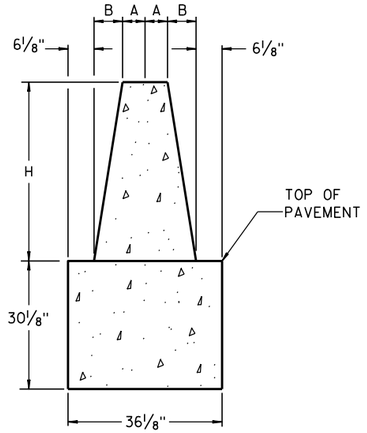
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-3-2010 DATE
/S/ Jerry H. Z[illegible]
ROADWAY STANDARDS ENGINEER
FHWA

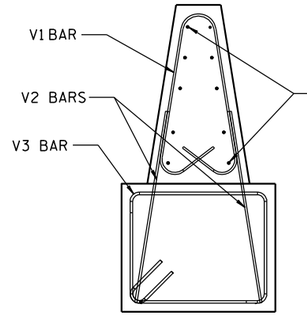
6
S.D.D. 14 B 33-1h



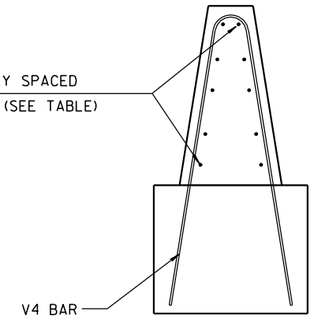
ELEVATION VIEW



SECTION A-A



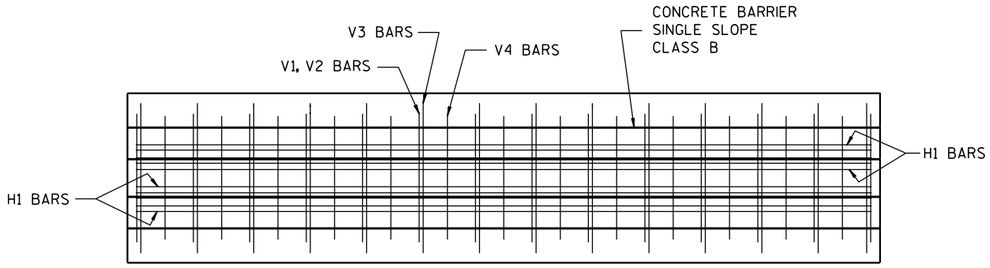
SECTION B-B



SECTION C-C

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF H1 BARS EACH
32	7	5	8
36	6¼	5¾	8
42	5¼	6¾	10

BARRIER HEIGHT H INCHES	V1 BAR		V4 BAR	
	C RAD. INCHES	D INCHES	E RAD. INCHES	F INCHES
32	5⅝	18¾	5½	53¾
36	4¾	23¾	4⅞	58⅜
42	3⅝	30½	3⅝	65⅜



PLAN VIEW

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

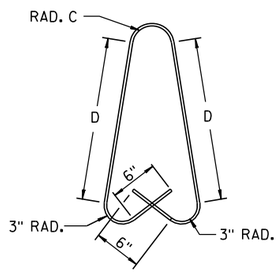
WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.

PAVEMENT AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL

PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.

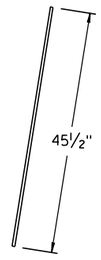
WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.

IF REQUIRED USE THRIE BEAM ANCHOR. NO OTHER ANCHOR REQUIRED.



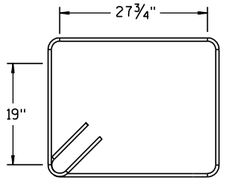
V1 BAR BENDING DETAIL

V1 BARS ARE NO. 4 BARS



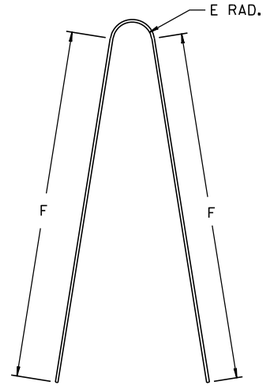
V2 BAR BENDING DETAIL

V2 BARS ARE NO. 5 BARS



V3 BAR BENDING DETAIL

V3 BARS ARE NO. 6 BARS



V4 BAR BENDING DETAIL

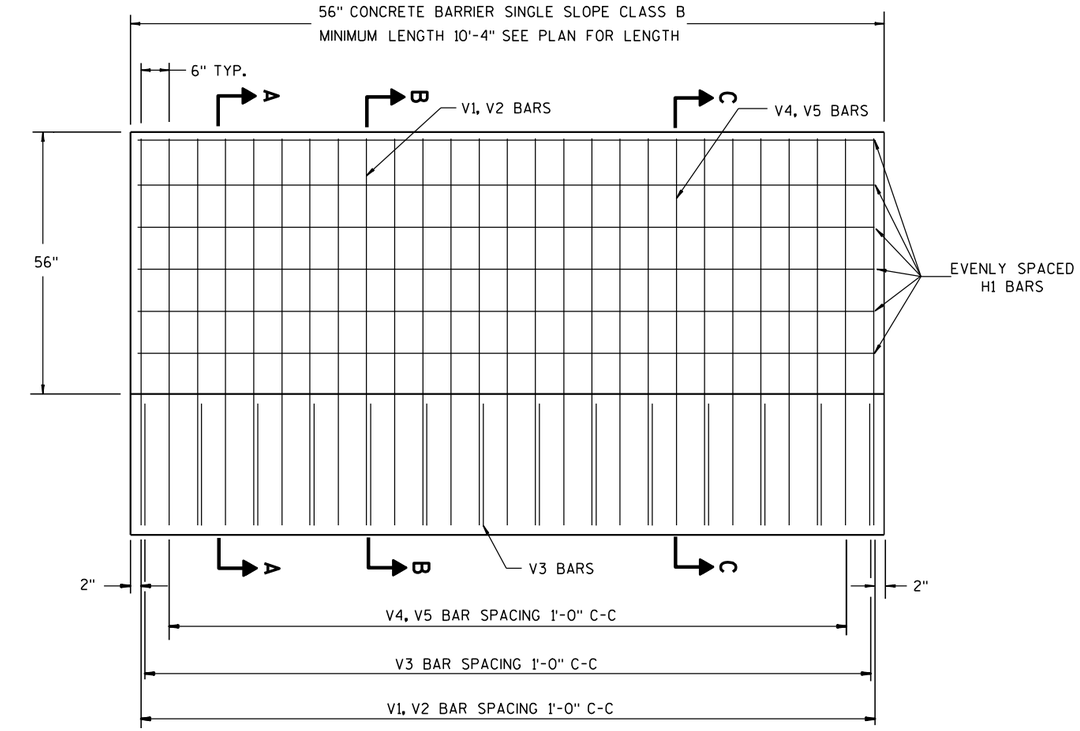
V4 BARS ARE NO. 6 BARS

32", 36" & 42"
CONCRETE BARRIER
SINGLE SLOPE CLASS B

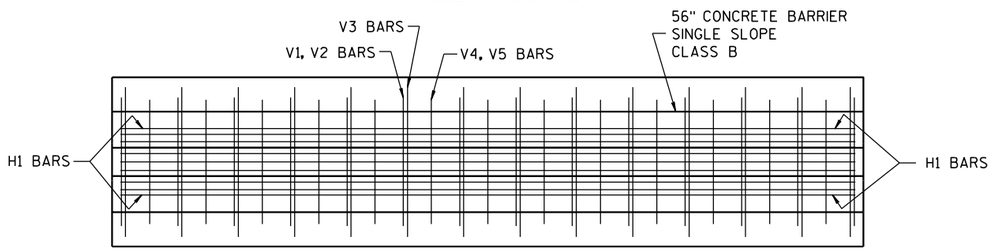
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 34-1a



ELEVATION VIEW



PLAN VIEW

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

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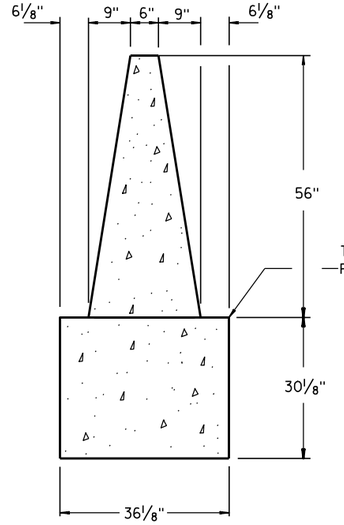
WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.

PAVEMENT AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL

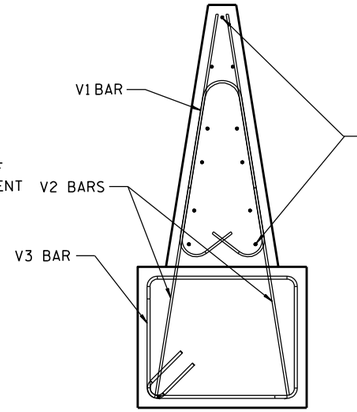
PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.

WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCMENT. LAPS TO BE FIRMLY TIED.

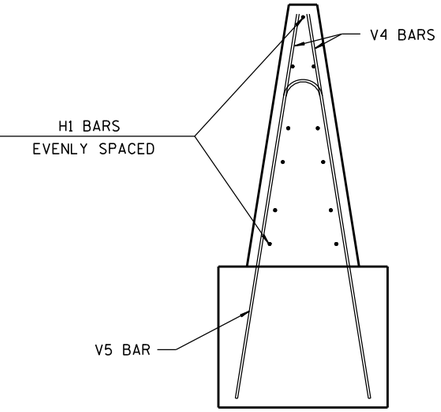
IF REQUIRED USE THRIE BEAM ANCHOR. NO OTHER ANCHOR REQUIRED.



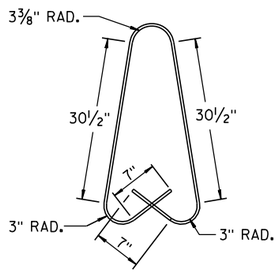
SECTION A-A



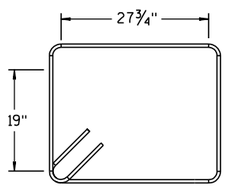
SECTION B-B



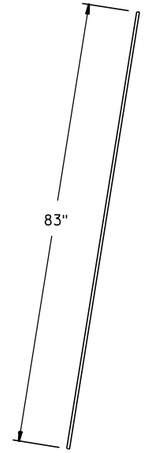
SECTION C-C



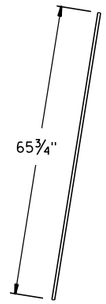
V1 BAR BENDING DETAIL
V1 BARS ARE NO. 4 BARS



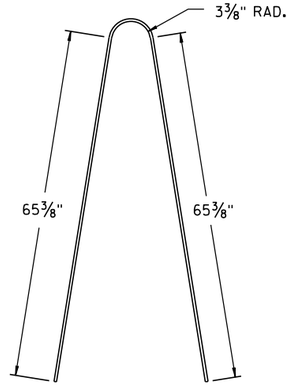
V3 BAR BENDING DETAIL
V3 BARS ARE NO. 6 BARS



V2 BAR BENDING DETAIL
V2 BARS ARE NO. 5 BARS



V4 BAR BENDING DETAIL
V4 BARS ARE NO. 5 BARS



V5 BAR BENDING DETAIL
V4 BARS ARE NO. 6 BARS

56" CONCRETE BARRIER SINGLE SLOPE CLASS B

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 34-1b

GENERAL NOTES

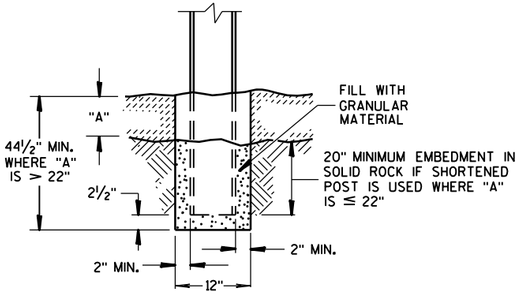
1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

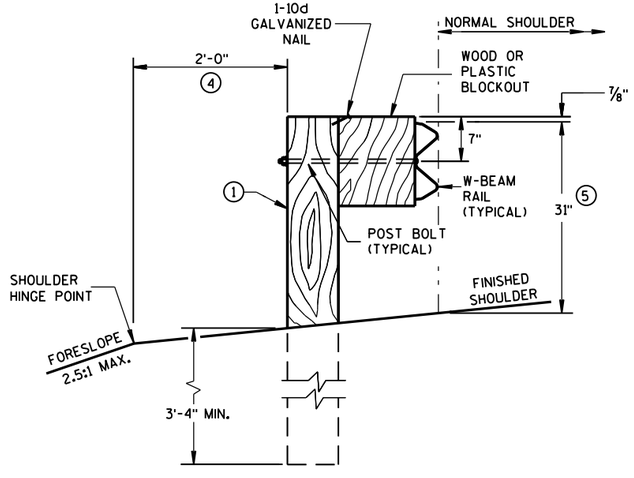
3. IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

4. WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

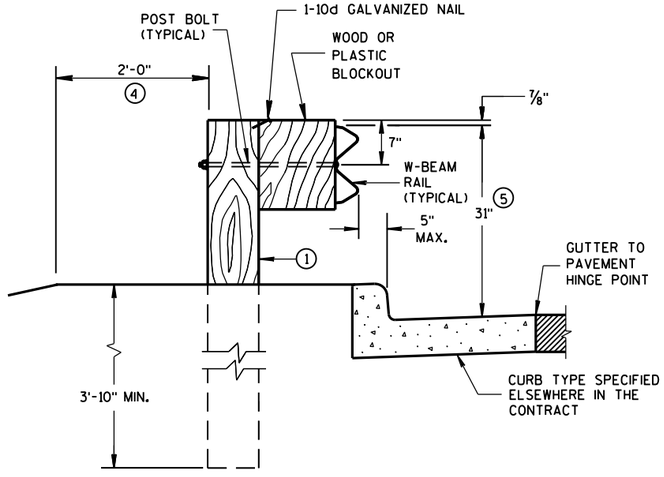


END VIEW
SETTING STEEL OR WOOD POST IN ROCK ③



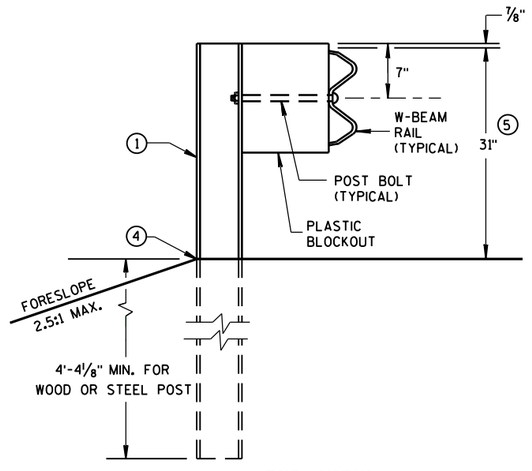
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



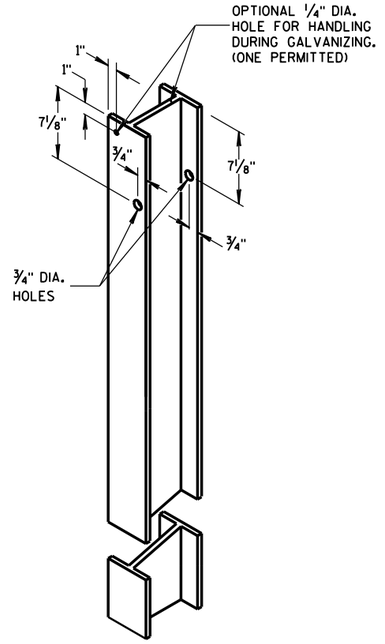
END VIEW

LOCATED ALONG A CURBED ROADWAY

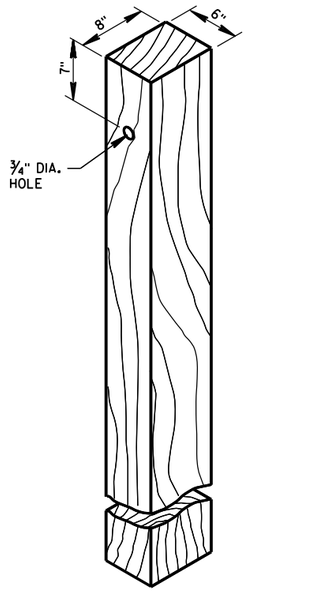


END VIEW

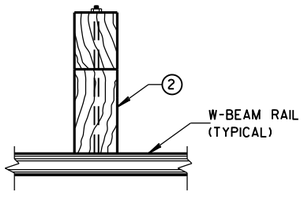
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



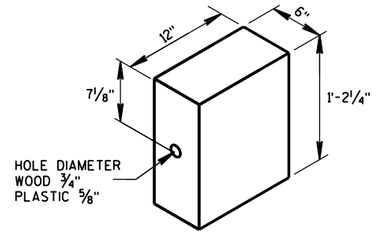
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



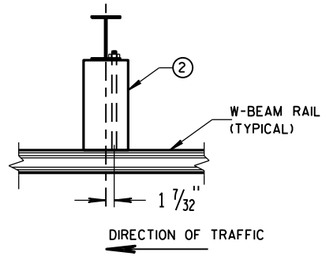
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②

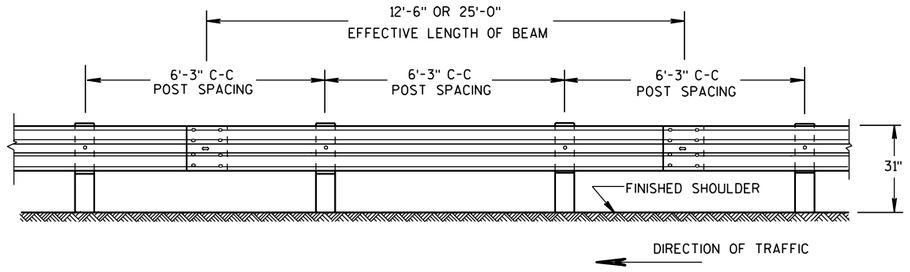


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

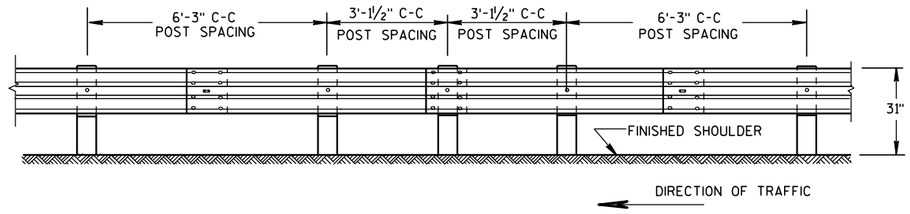
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 42-2a



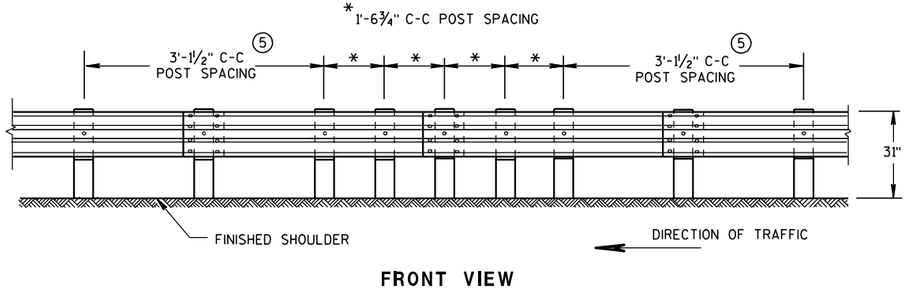
FRONT VIEW

POST SPACING STANDARD INSTALLATION



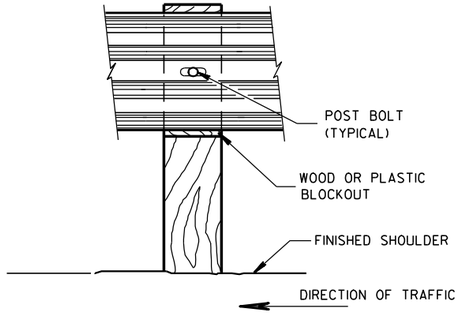
FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

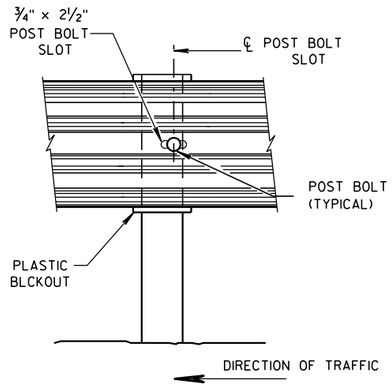


FRONT VIEW

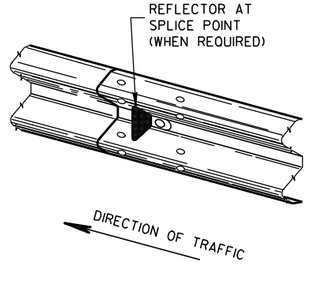
QUARTER POST SPACING (QS)

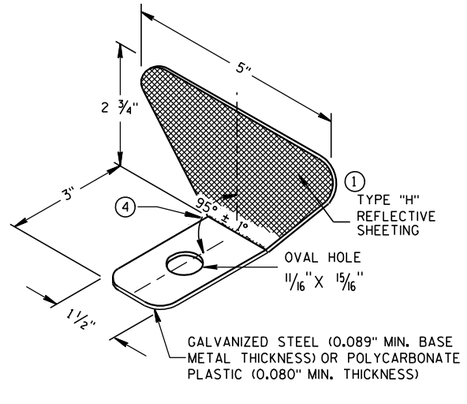


FRONT VIEW AT WOOD POST

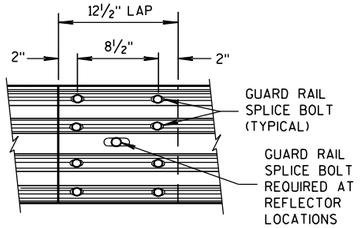


FRONT VIEW AT STEEL POST



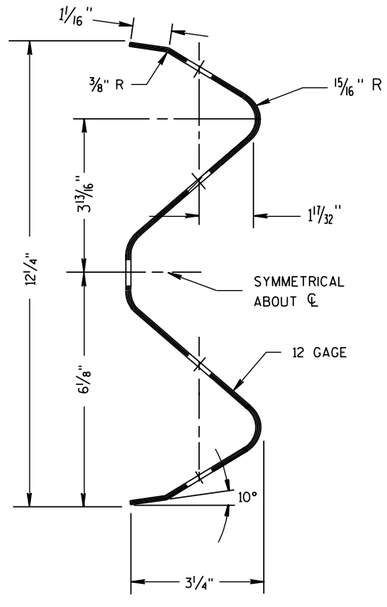


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ①



FRONT VIEW

MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL

REFLECTOR SPACING ②

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 ③ 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 ④ 2	3

GENERAL NOTES

① PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.

② DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

③ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

④ PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

⑤ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

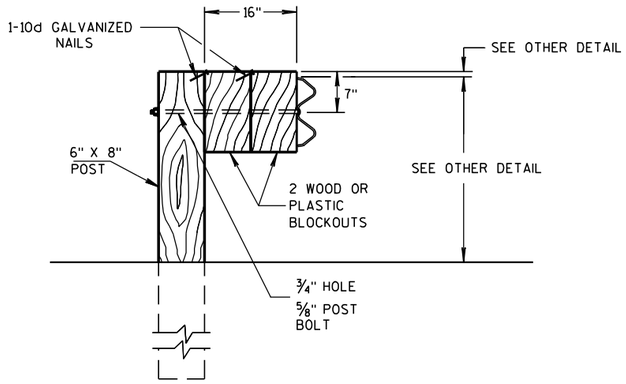
POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

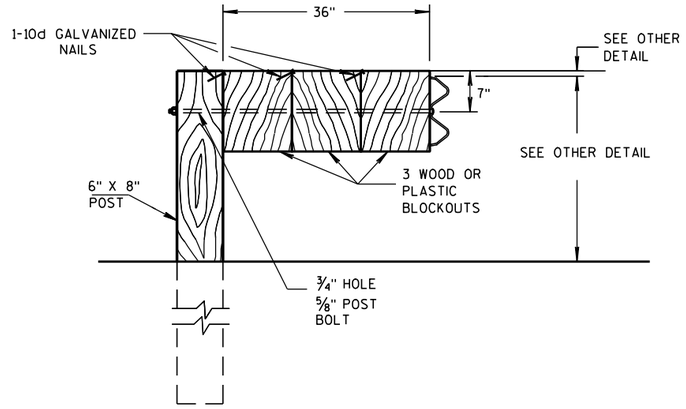
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 42-2b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

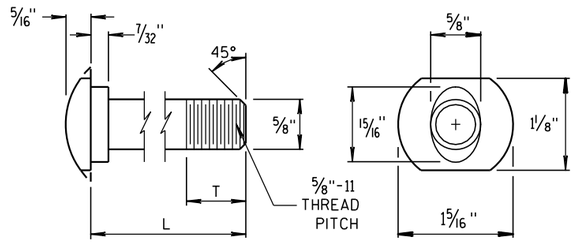


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

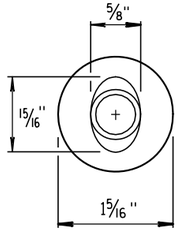
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

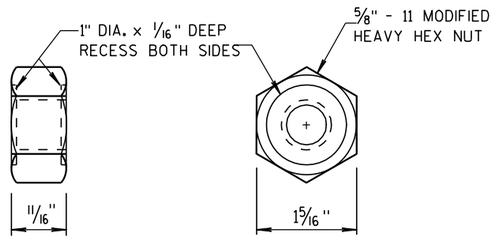


POST BOLT TABLE

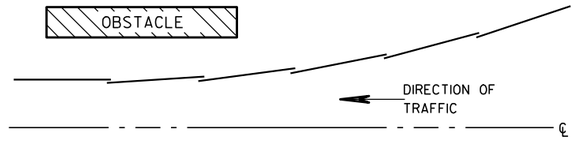
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

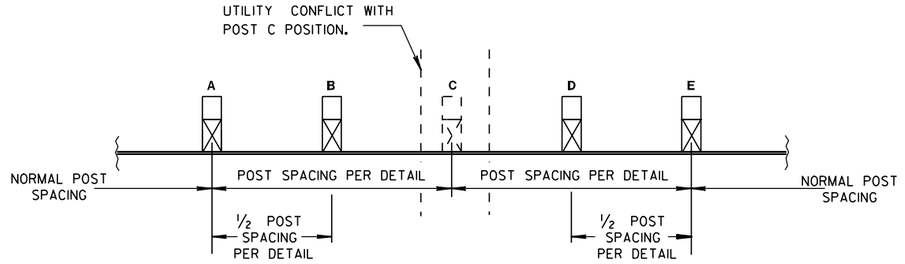


POST BOLT AND RECESS NUT

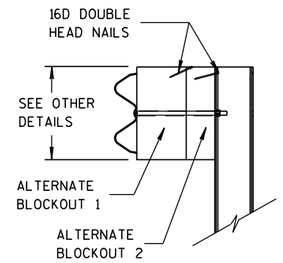


PLAN VIEW

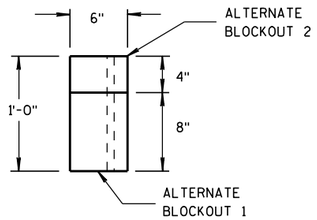
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/15/2011
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

FHWA

440

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S.D.D. 14 B 42-2c

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S.D.D. 14 B 42-2c

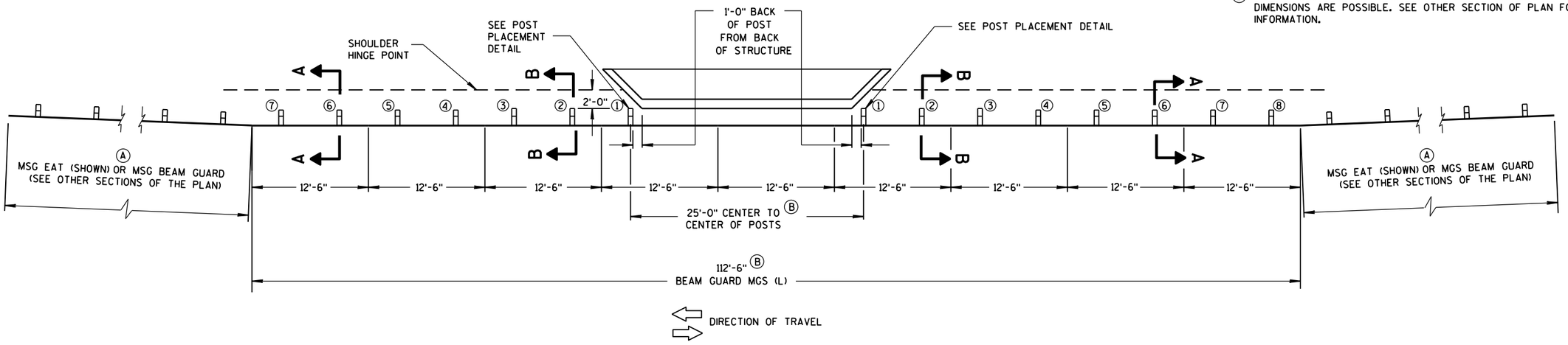
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

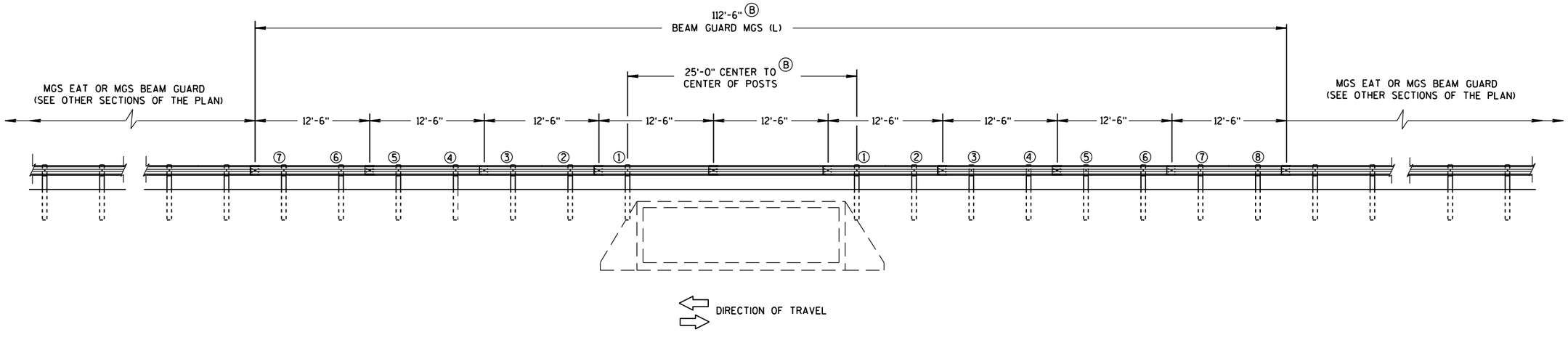
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
STATE OF WISCONSIN DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 43-3a

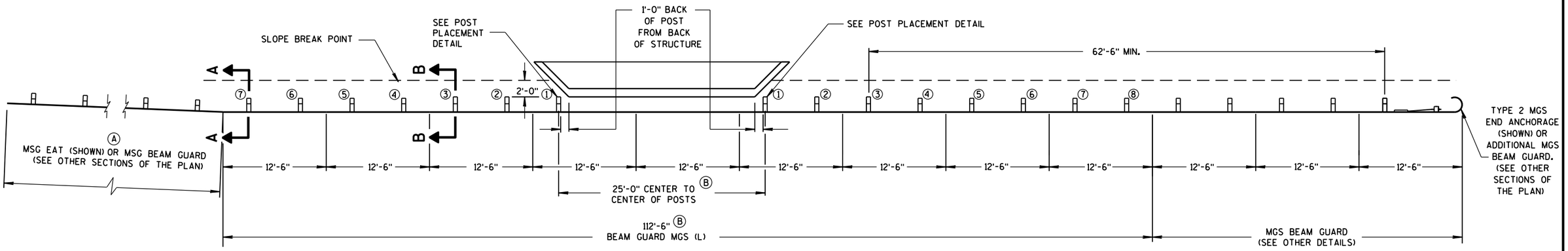
GENERAL NOTES

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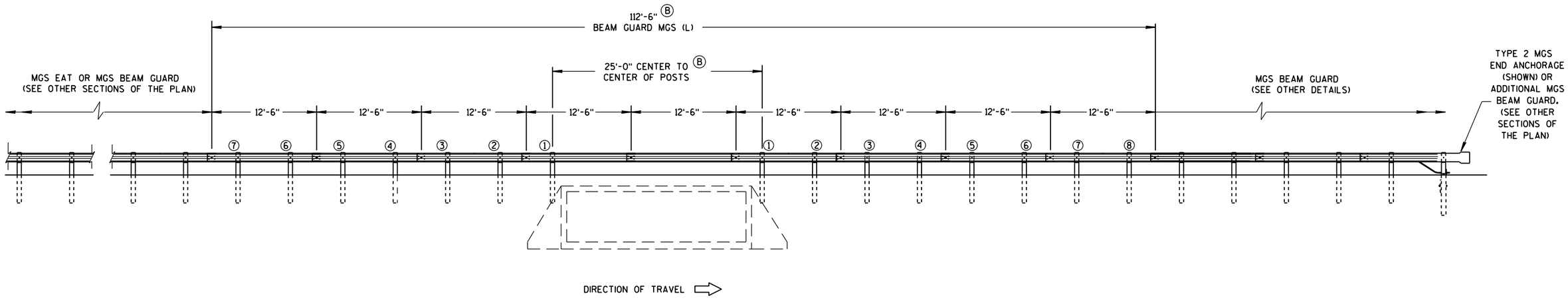
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



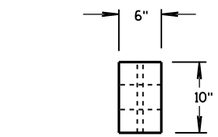
ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) ONE-WAY TRAFFIC

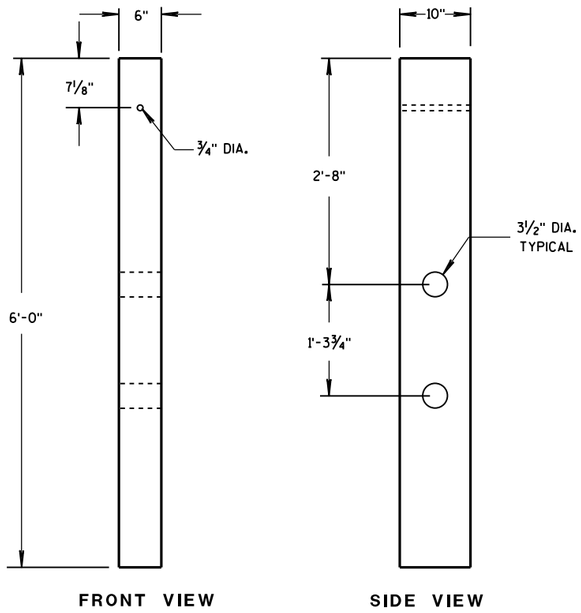
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPOI	442

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S.D.D. 14 B 43-3b

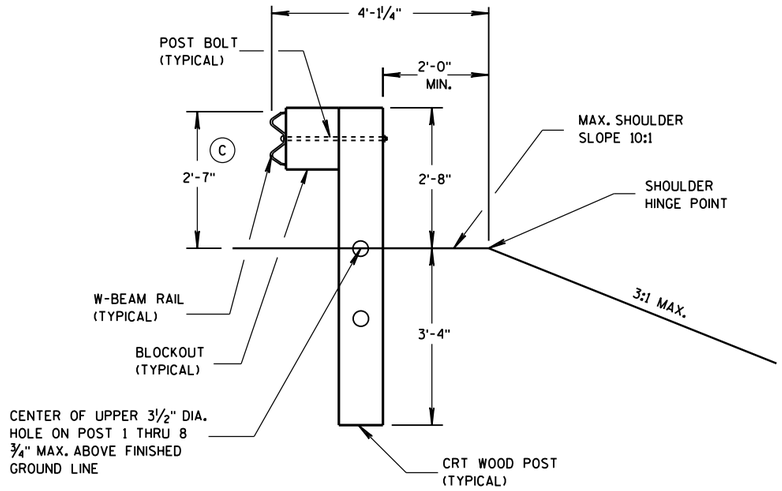


PLAN VIEW



FRONT VIEW SIDE VIEW

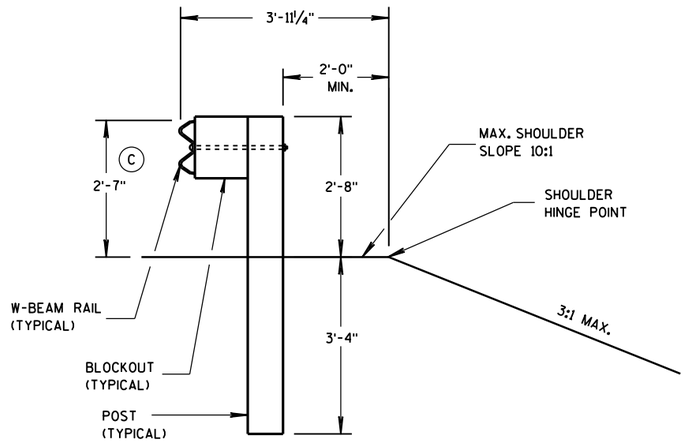
CRT WOOD POST



SECTION B-B

POSTS NO. 1-3

SEE OTHER DETAILS



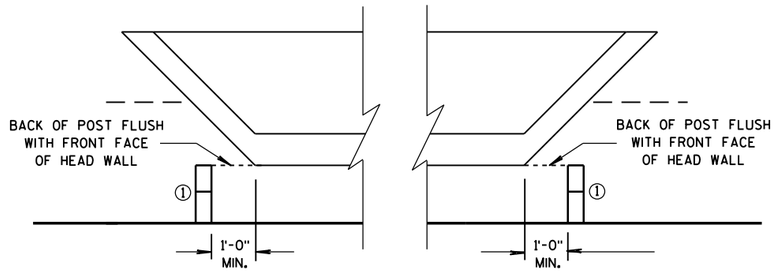
SECTION A-A

POSTS NO. 4-8

SEE OTHER DETAILS

GENERAL NOTES

(C) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



POST PLACEMENT DETAIL

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/10/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

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S.D.D. 14 B 43-3c

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S.D.D. 14 B 43-3c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE EXTENDED VEHICLE RUNOUT PATH (EVRP), THE HINGE POINT LINE (HPL),AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) SHEETING IS ATTACHED TO 0.040 ALUMINUM SHEET AND ATTACHED TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER OF E.A.T.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

SEE SDD 14B42 FOR MORE INFORMATION.

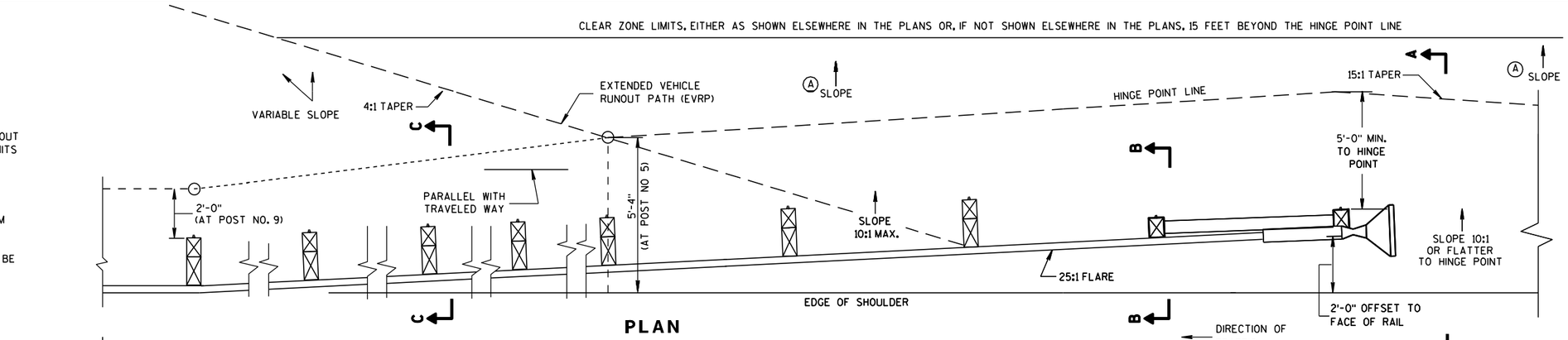
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

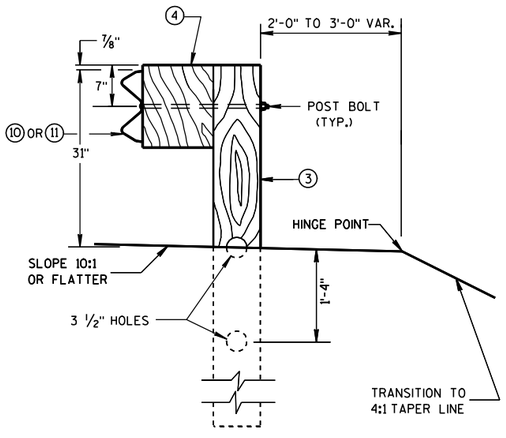
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

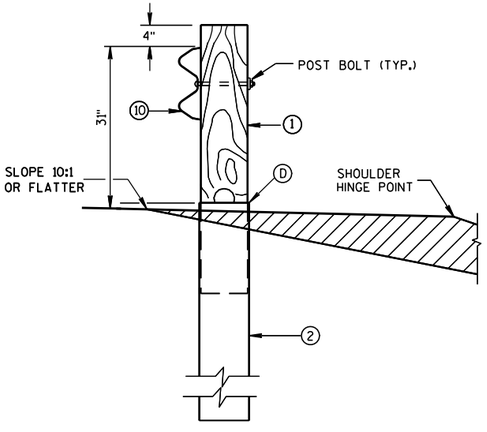
PATTERN AND COLORS ON REFLECTIVE SHEETING TYPE H ARE TO CONFORM TO OM3-L OR OM3-R OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE (± ¾")

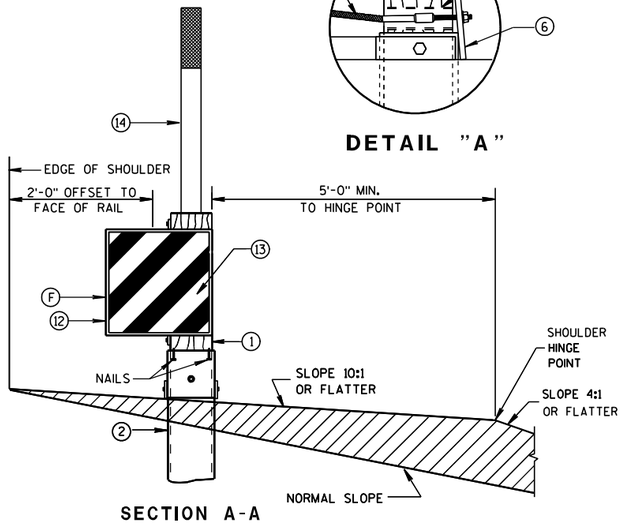




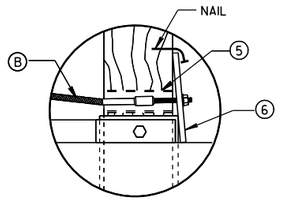
SECTION C-C
TYPICAL AT POST NOS. 3-9



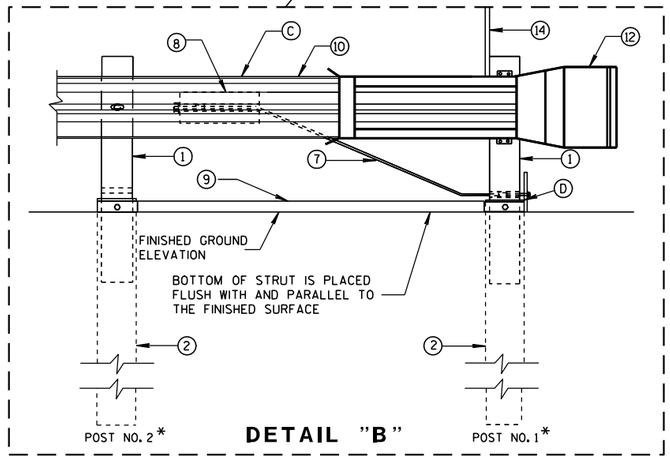
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"

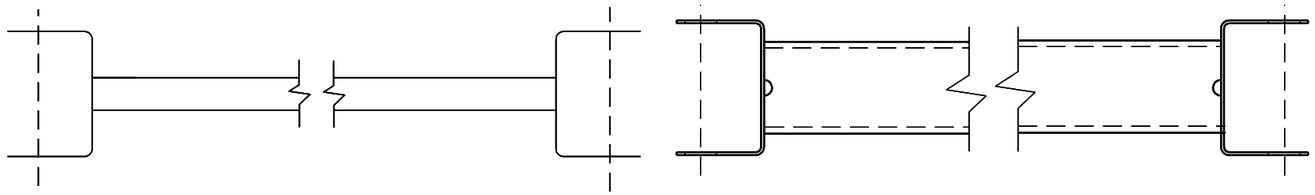


DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

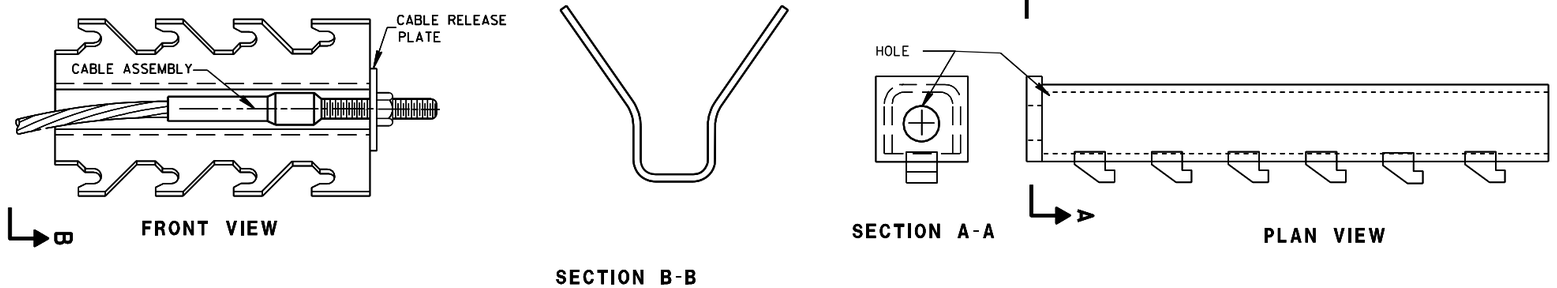
6
S.D.D. 14 B 44-1a



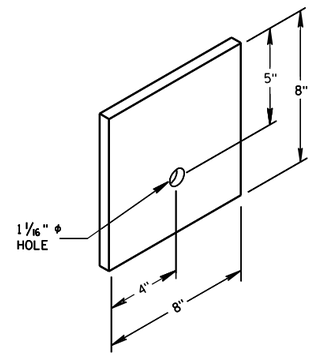
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE H (ONLY THE SHEETING IS SUPPLIED BY THE MANUFACTURER)
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)



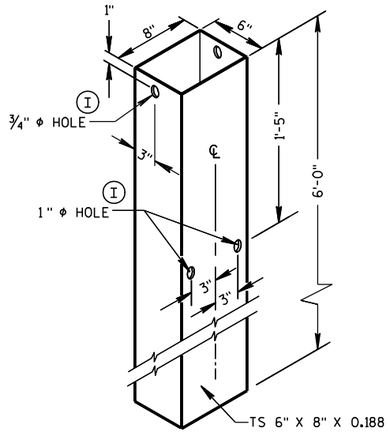
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

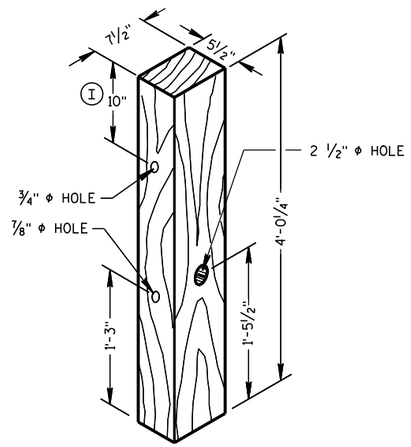
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 44-1b

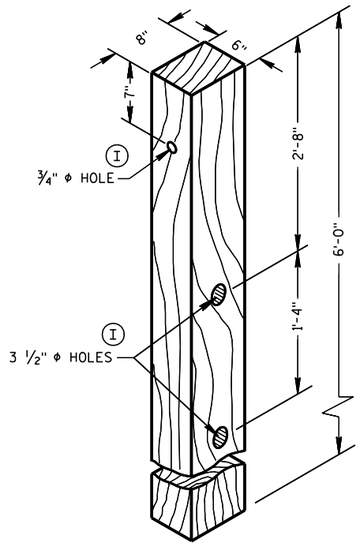


FOUNDATION TUBE (2)



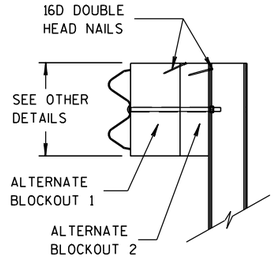
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

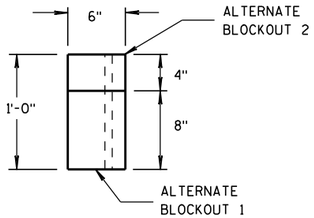


POSTS NUMBER 3-9

WOOD CRT POST (3)

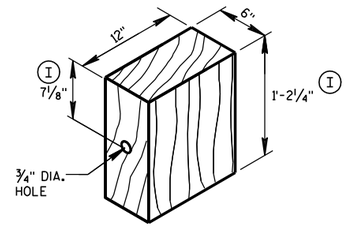


SIDE VIEW



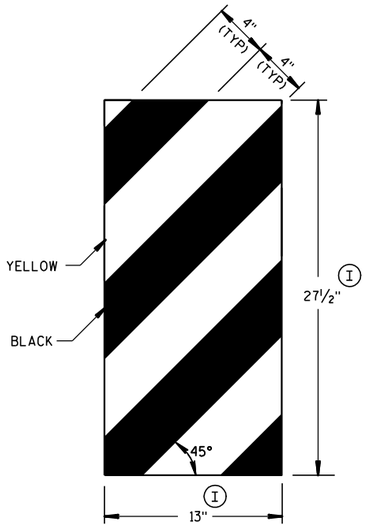
TOP VIEW

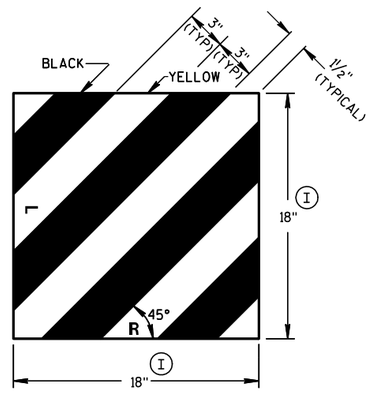
ALTERNATE WOOD BLOCKOUT DETAIL



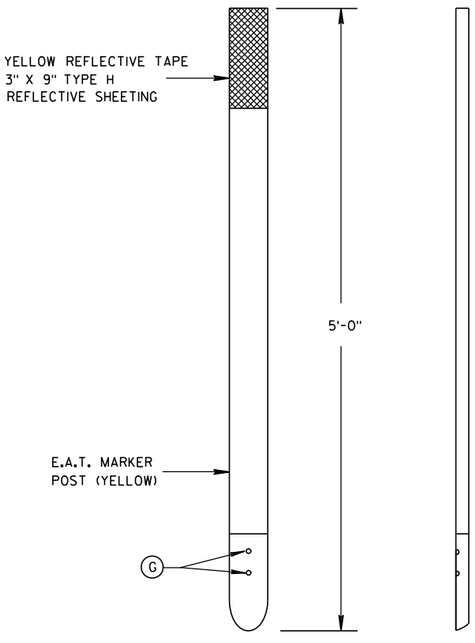
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



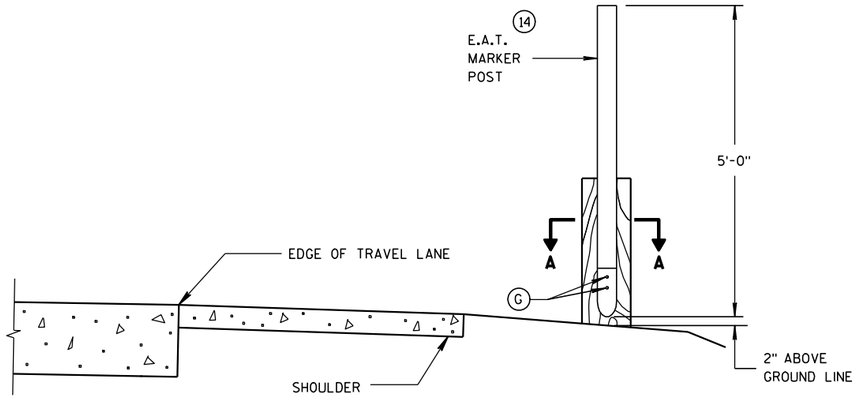


GENERIC REFLECTIVE SHEETING (13) (H)



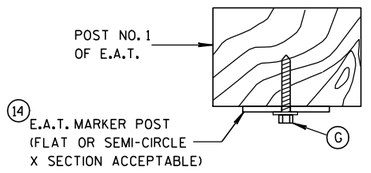
FRONT VIEW **SIDE VIEW**

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

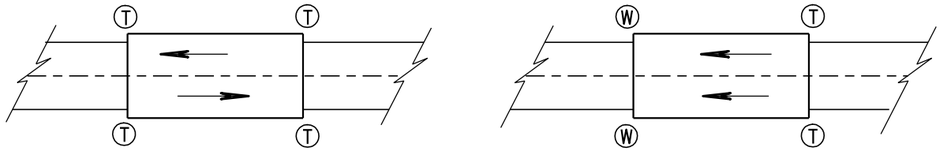
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/2011 — DATE
/S/ Jerry H. [illegible] — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 44-1c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

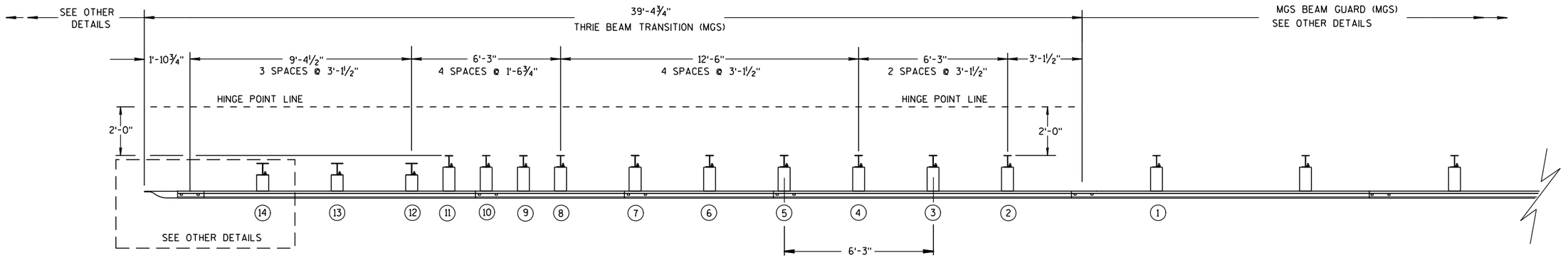
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

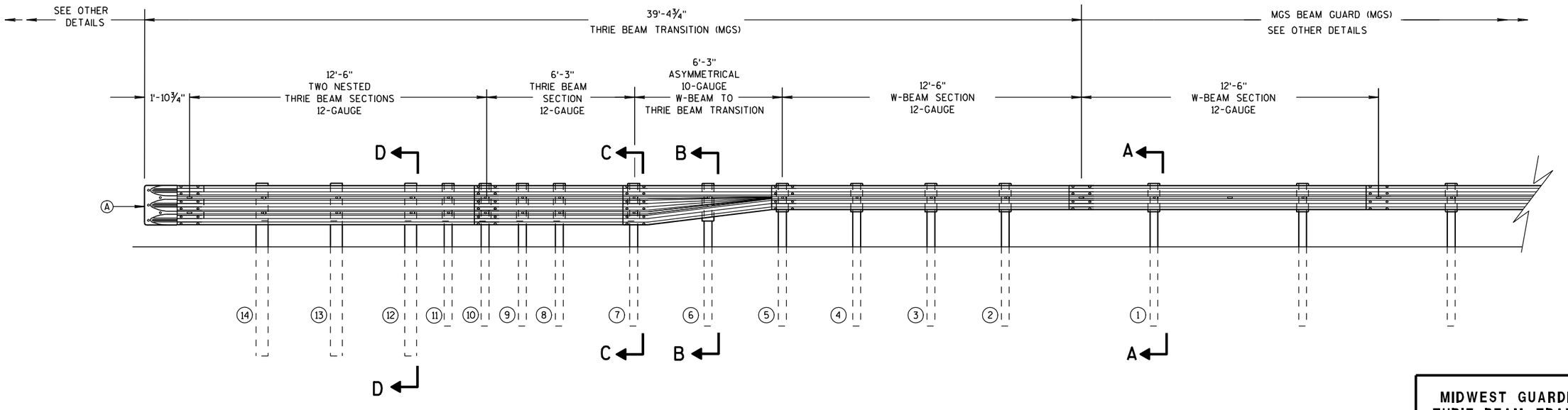
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

Ⓐ BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

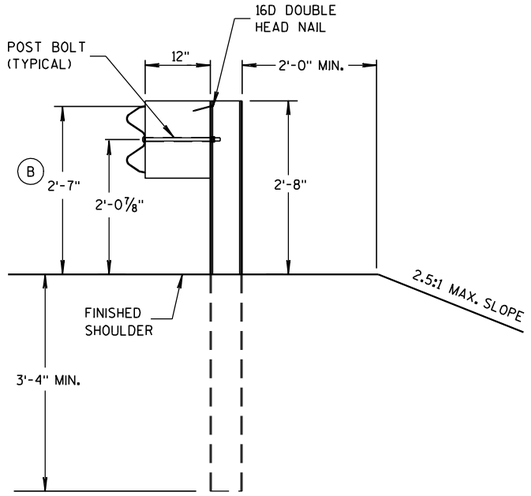
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6
S.D.D. 14 B 45-3a

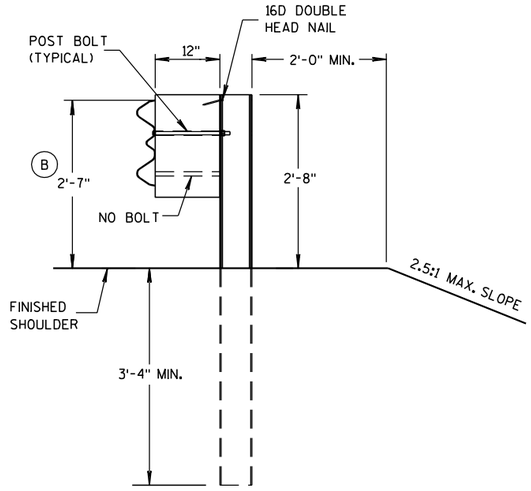
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



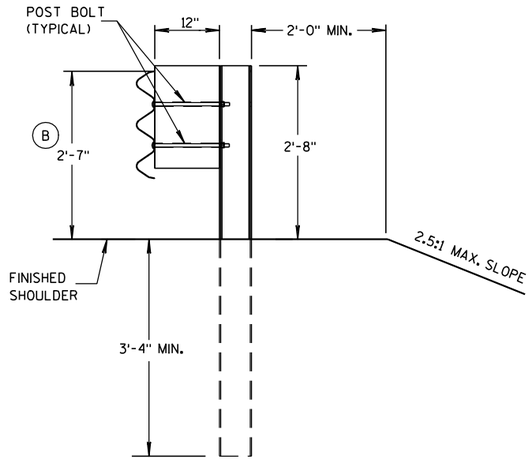
SECTION A-A

POSTS 1-5



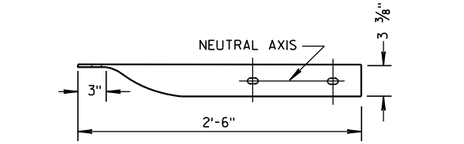
SECTION B-B

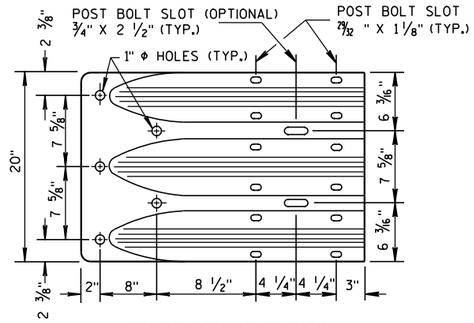
POST 6



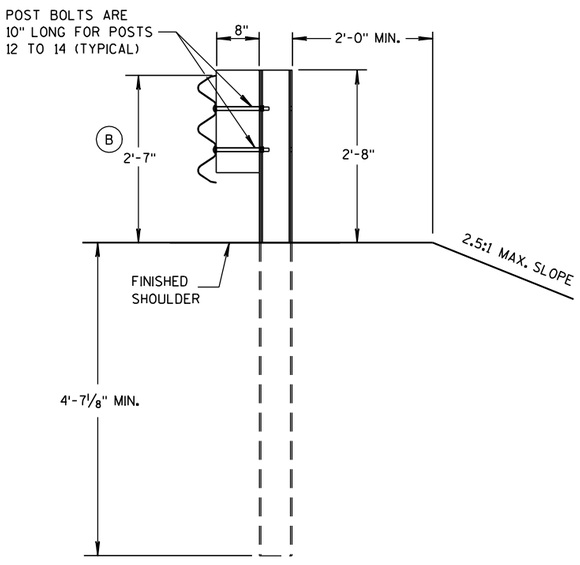
SECTION C-C

POSTS 7-11



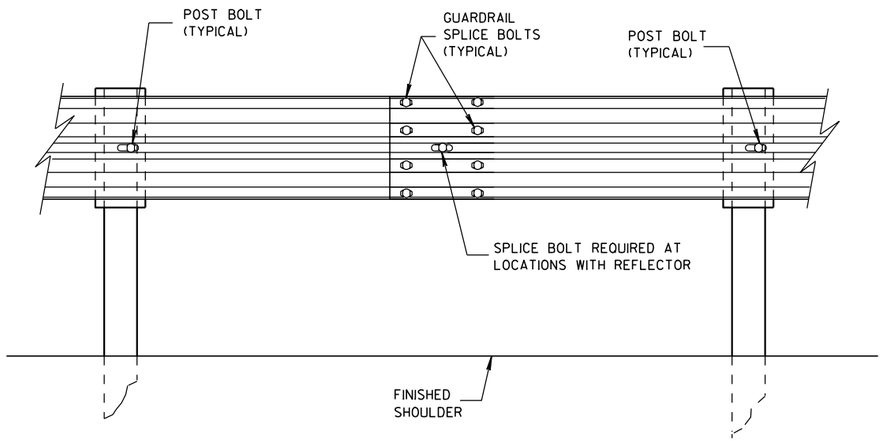


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-14



SPLICE DETAIL

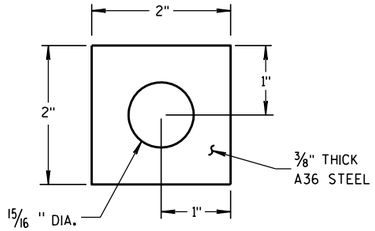
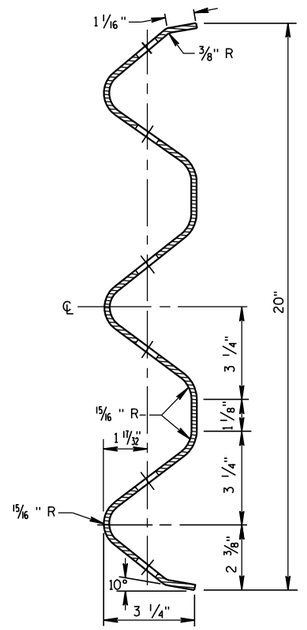


PLATE WASHER DETAIL



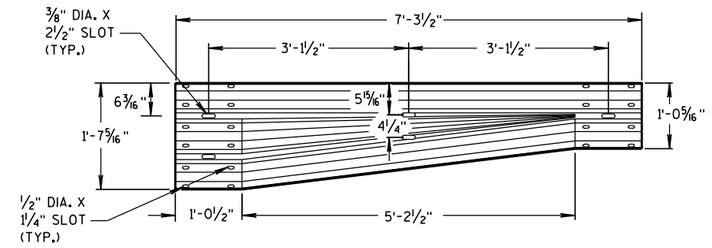
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

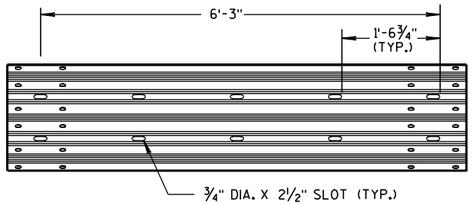
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

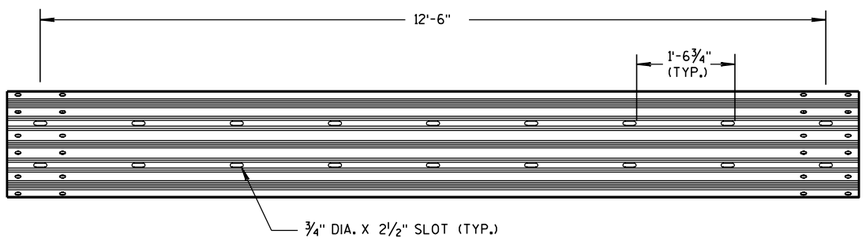
S.D.D. 14 B 45-3b



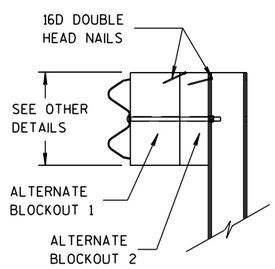
W-BEAM TO THRIE BEAM TRANSITION SECTION



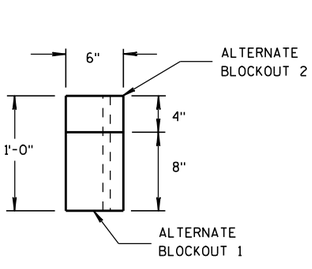
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

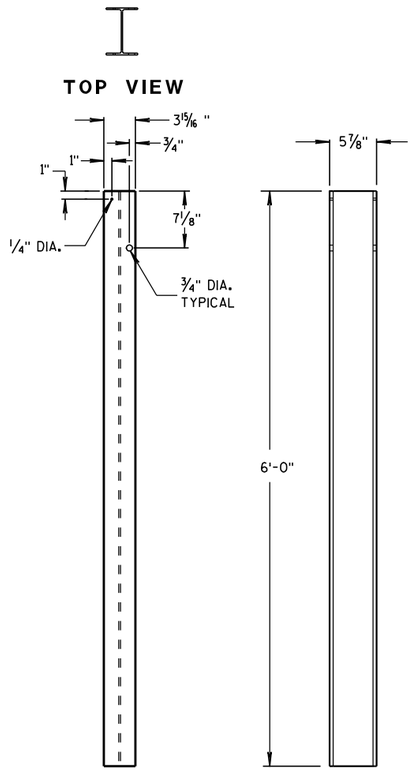


SIDE VIEW

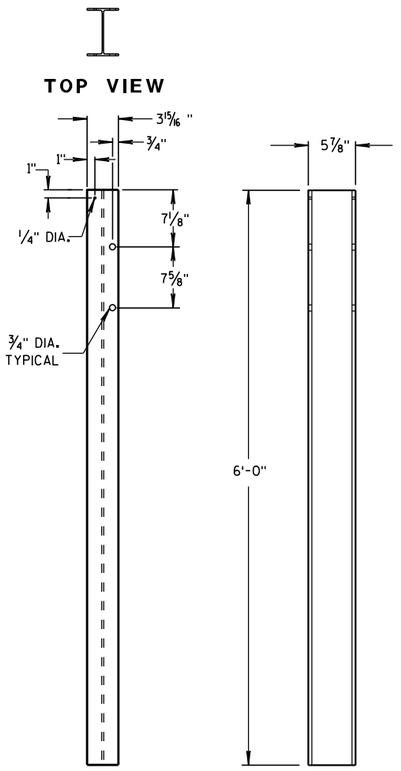


TOP VIEW

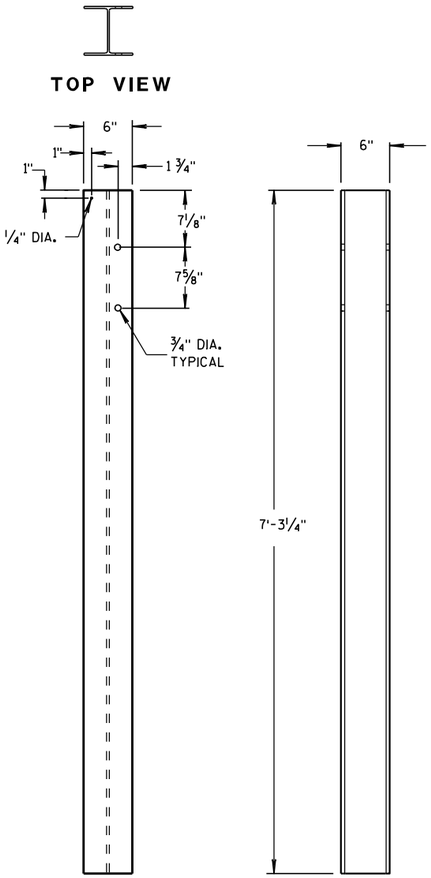
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

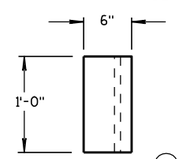


STEEL POSTS 6-11

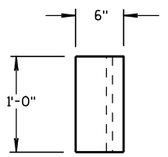


STEEL POSTS 12-14

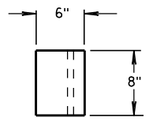
1 WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



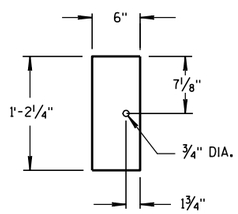
TOP VIEW (1)



TOP VIEW (1)

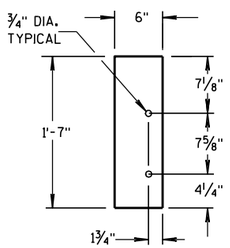


TOP VIEW



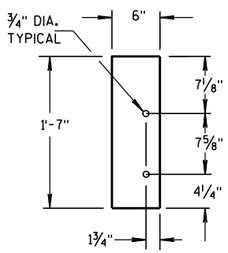
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

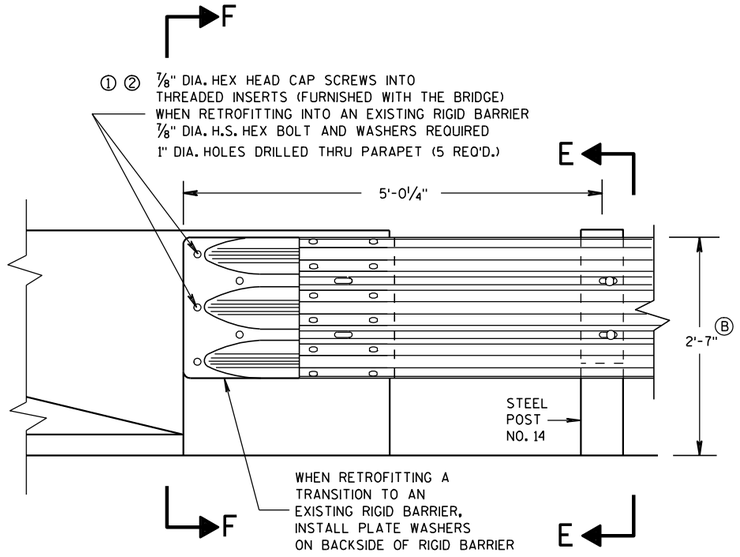
BLOCKOUT POSTS 12-14

STEEL POST SIZES

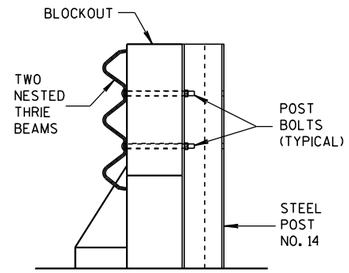
POST NUMBER	SECTION TYPE	LENGTH
1	W6x9	72"
2	W6x9	72"
3	W6x9	72"
4	W6x9	72"
5	W6x9	72"
6	W6x9	72"
7	W6x9	72"
8	W6x9	72"
9	W6x9	72"
10	W6x9	72"
11	W6x9	72"
12	W6x15	87 1/8"
13	W6x15	87 1/8"
14	W6x15	87 1/8"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FRONT VIEW



SECTION E-E

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

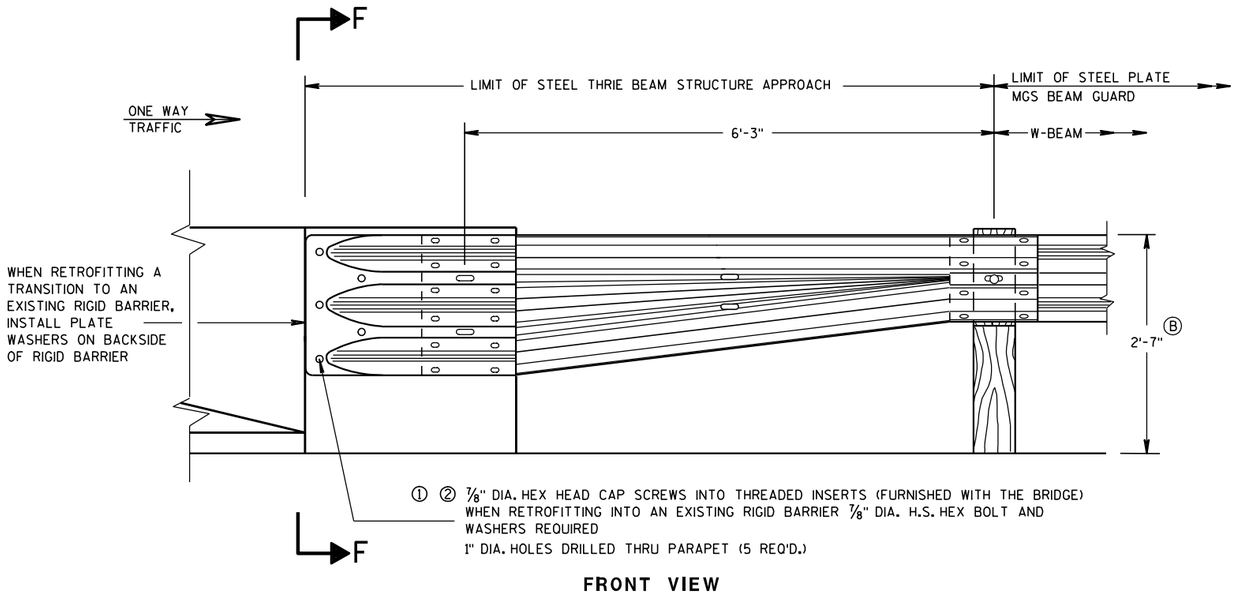
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

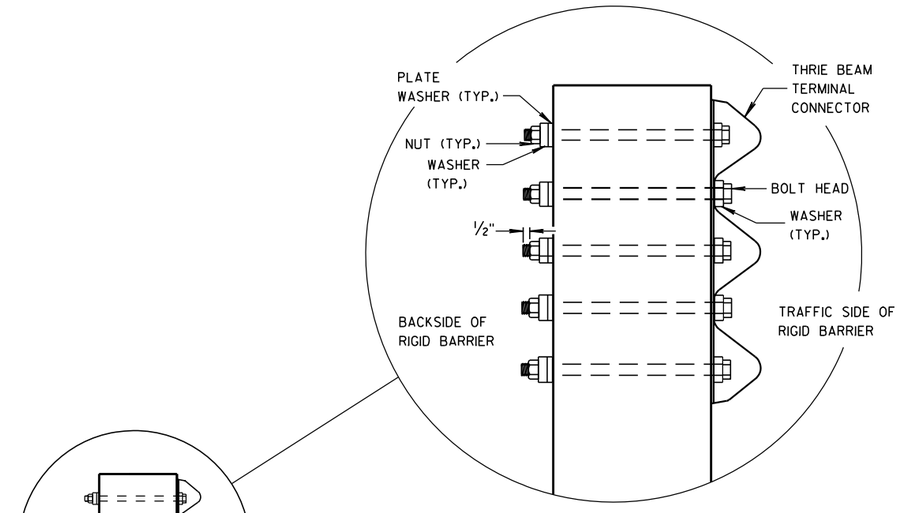
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

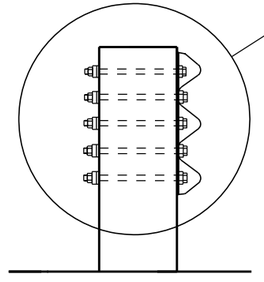
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



FRONT VIEW





SECTION F-F

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. [illegible] — ROADWAY STANDARDS (450) ENGINEER

FHWA

6

S.D.D. 14 B 45-3d

6

S.D.D. 14 B 45-3d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

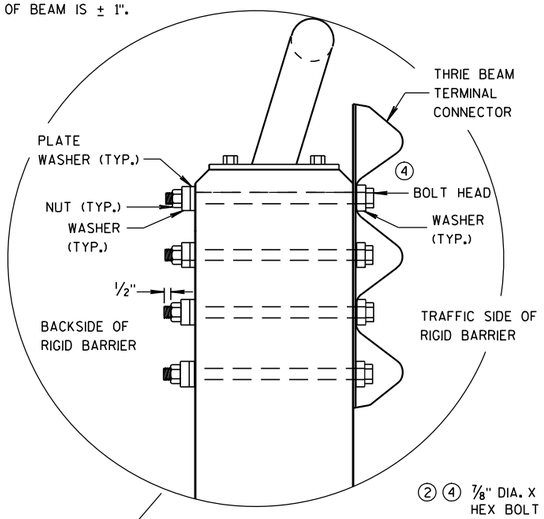
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

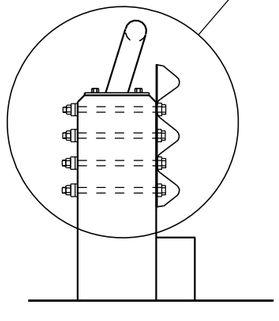
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2". BLOCK IS INCIDENTAL TO THE CONTRACT.

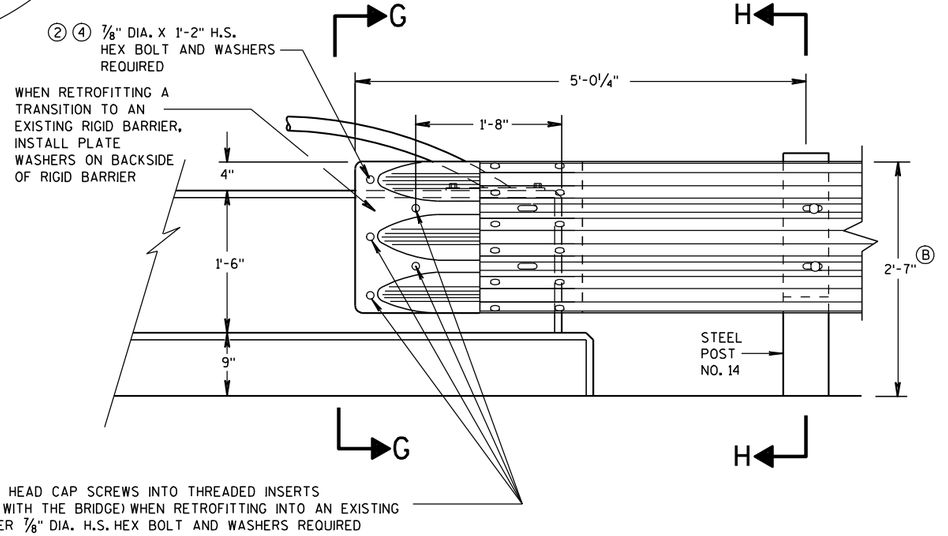
④ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

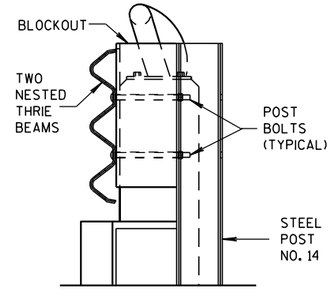




SECTION G-G

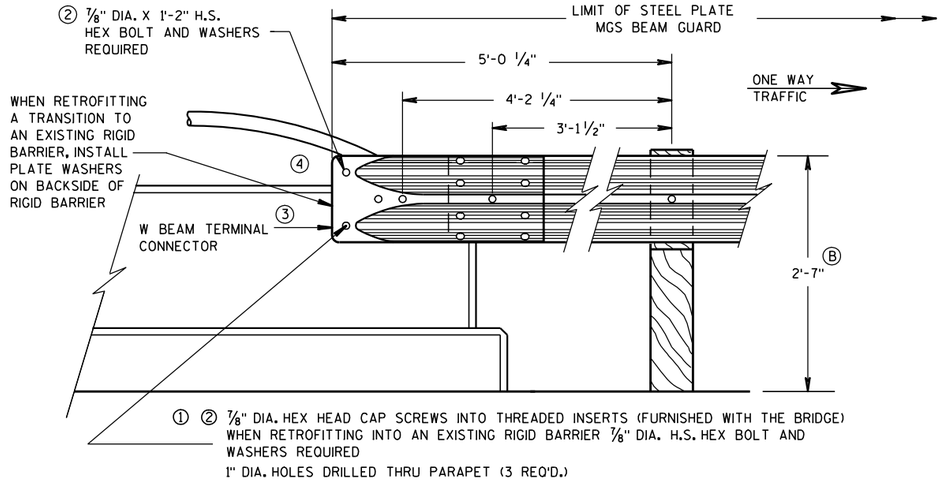


FRONT VIEW



SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

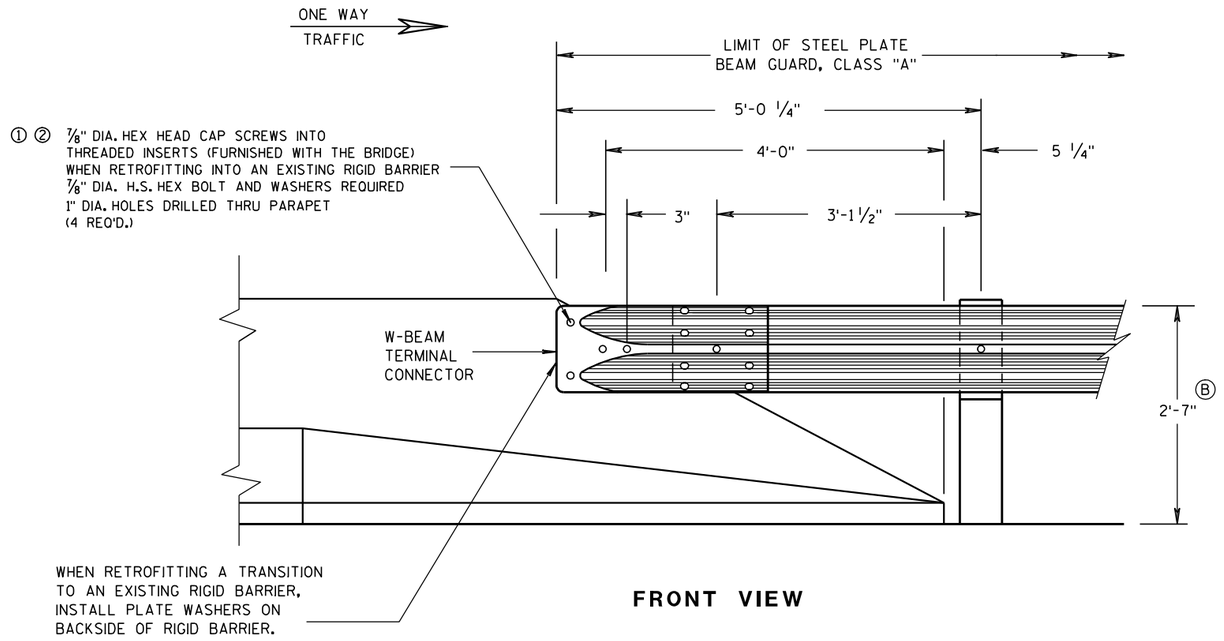


FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
8-31-2012 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

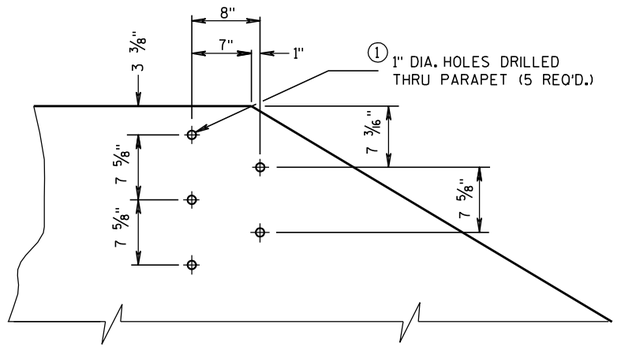
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

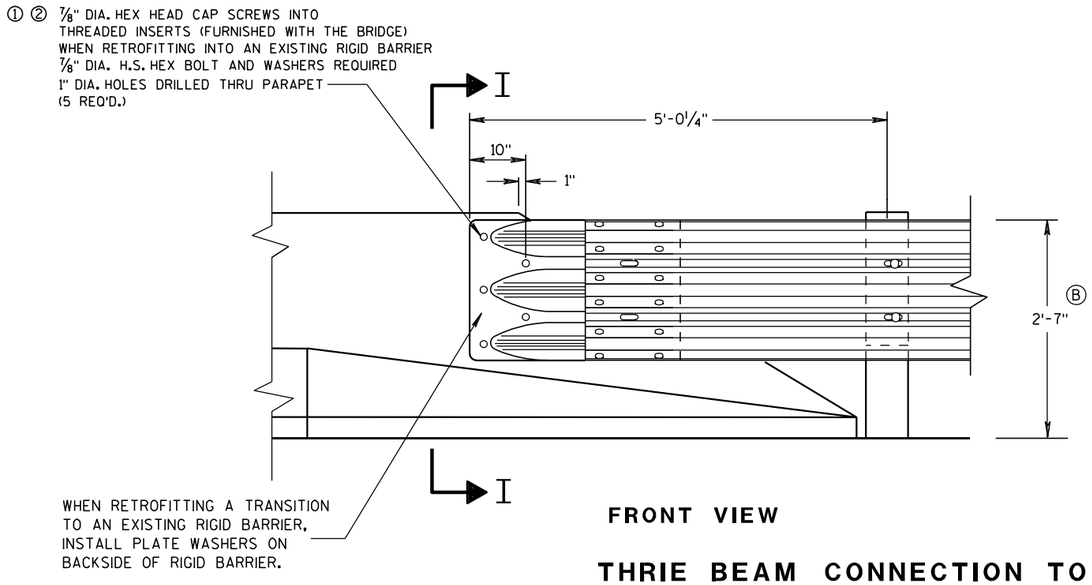
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

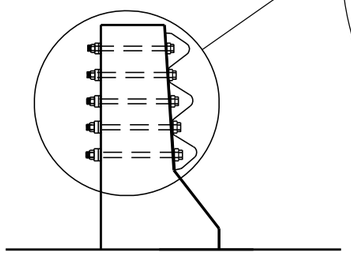
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



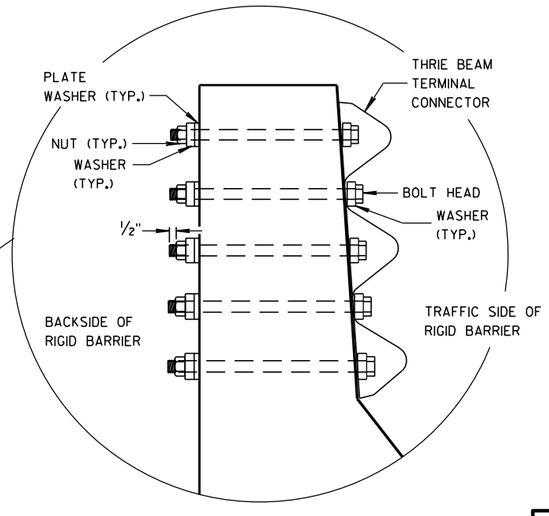
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. [illegible] — ROADWAY STANDARDS ENGINEER

452

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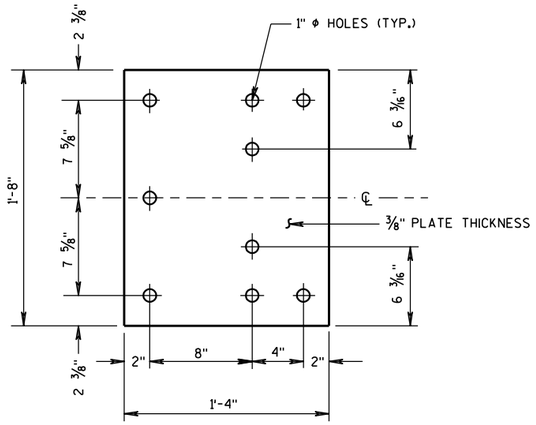
FHWA

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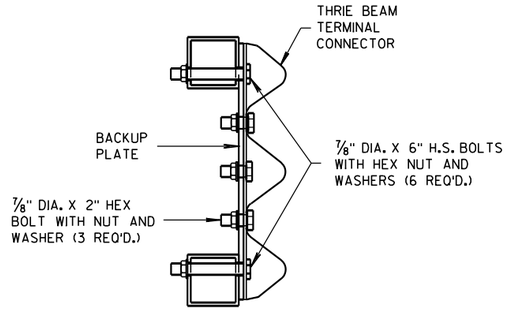
S.D.D. 14 B 45-3f

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S.D.D. 14 B 45-3f



BACK-UP PLATE DETAIL

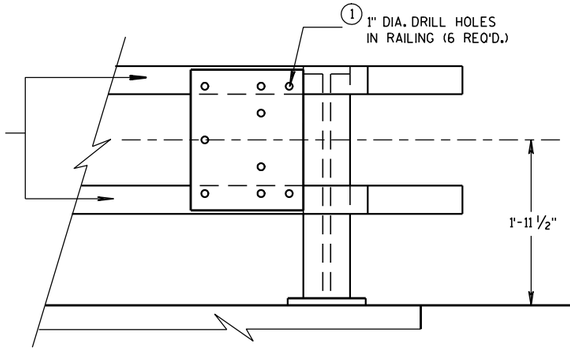


SECTION J-J

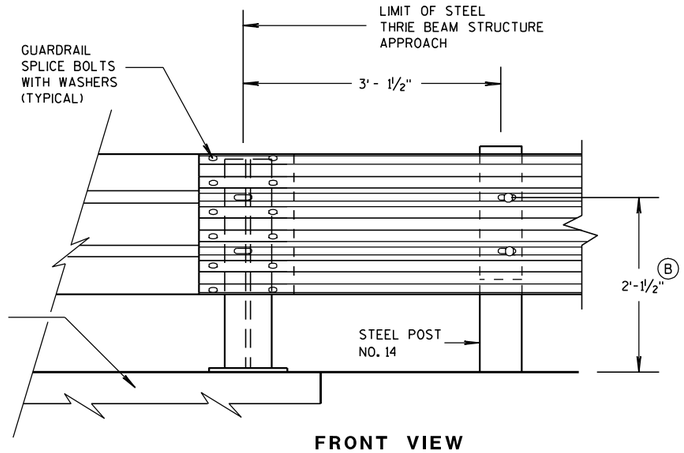
GENERAL NOTES

(1) DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(B) TOLERANCE FOR TOP OF BEAM IS ± 1".

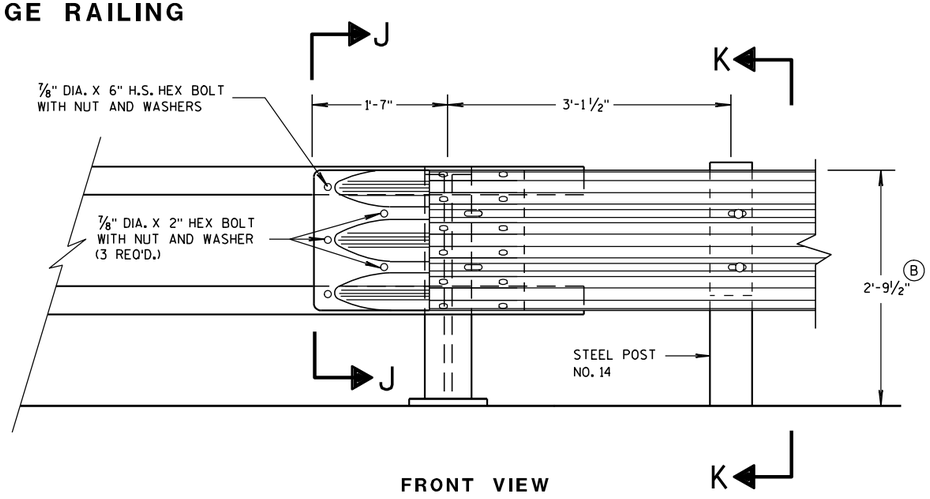


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

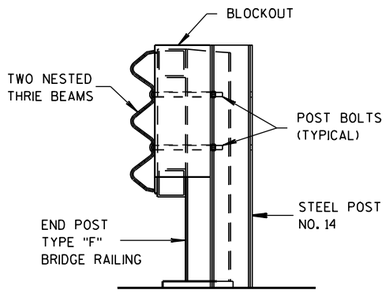


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

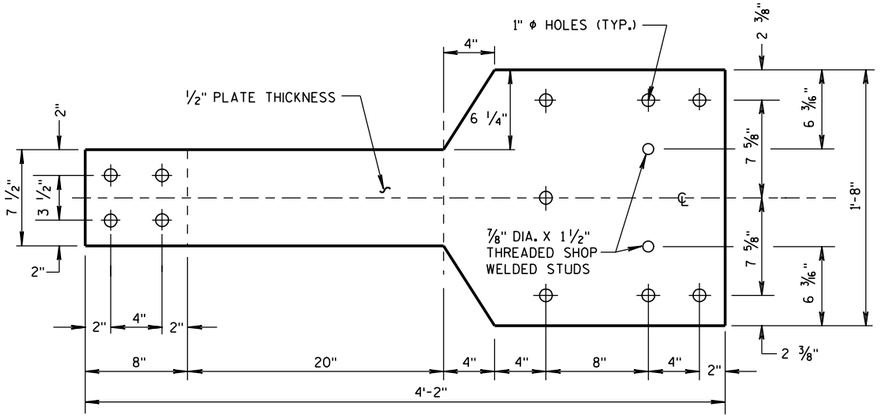
THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 8/31/2012 DATE /S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER FHWA

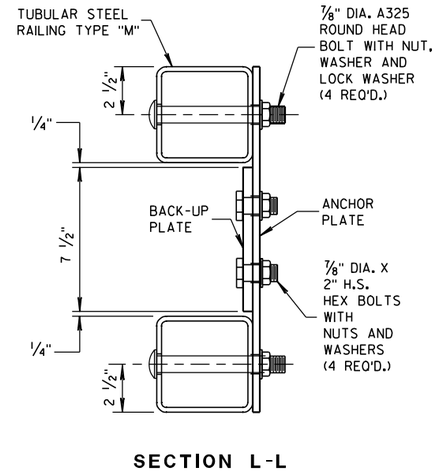
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S.D.D. 14 B 45-3g

GENERAL NOTES

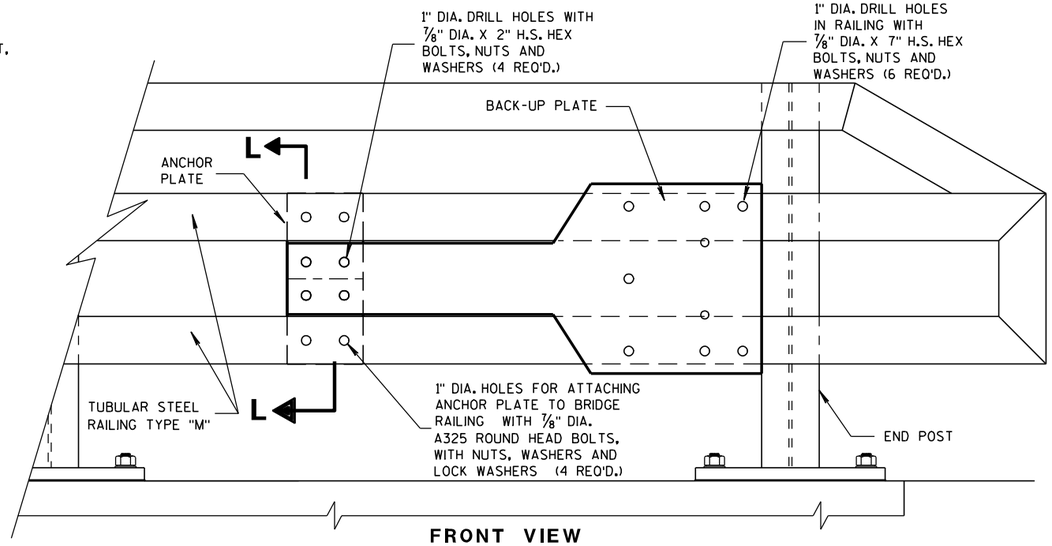
(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



FRONT VIEW

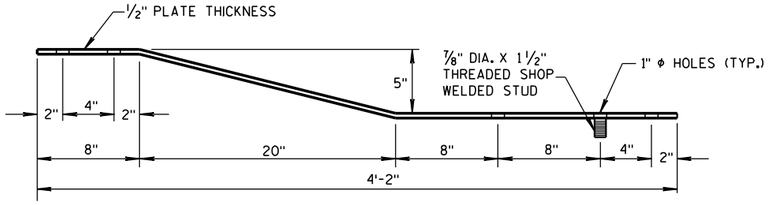


SECTION L-L



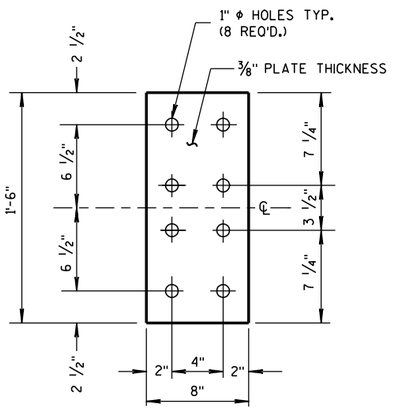
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



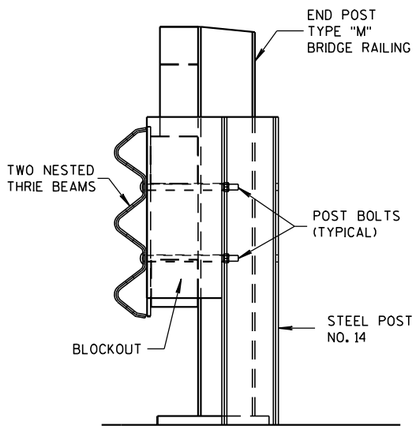
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

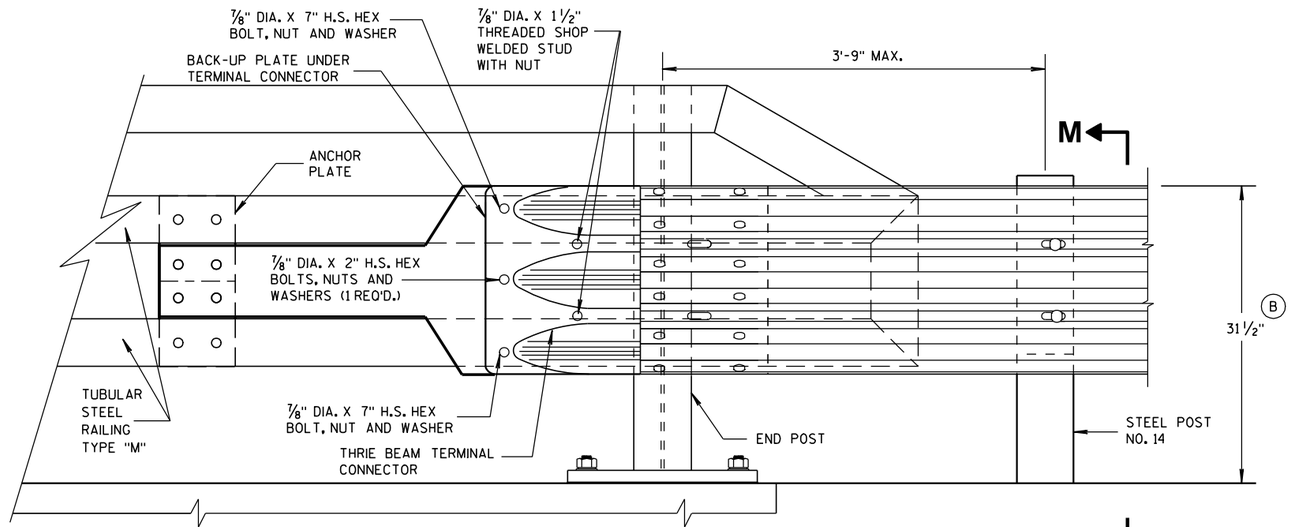


FRONT VIEW

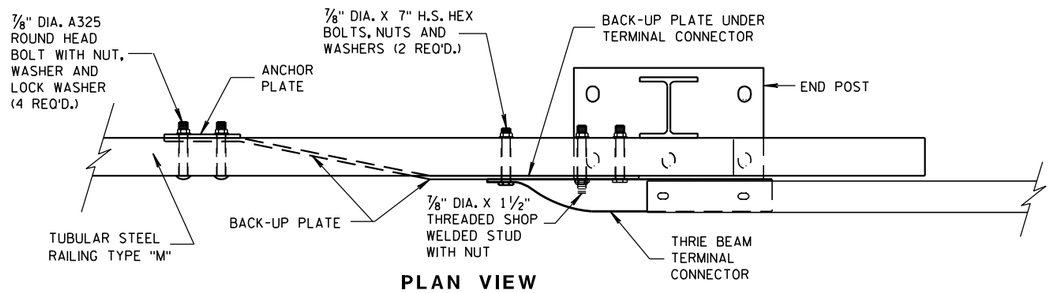
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

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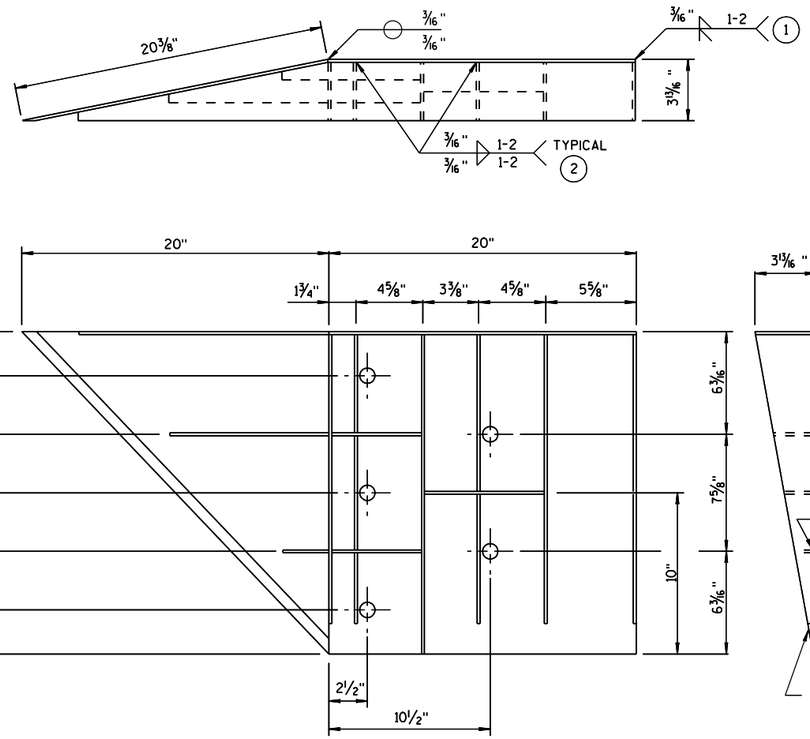
FHWA

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S.D. 14 B 45-3h

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S.D. 14 B 45-3h



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(1) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(2) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

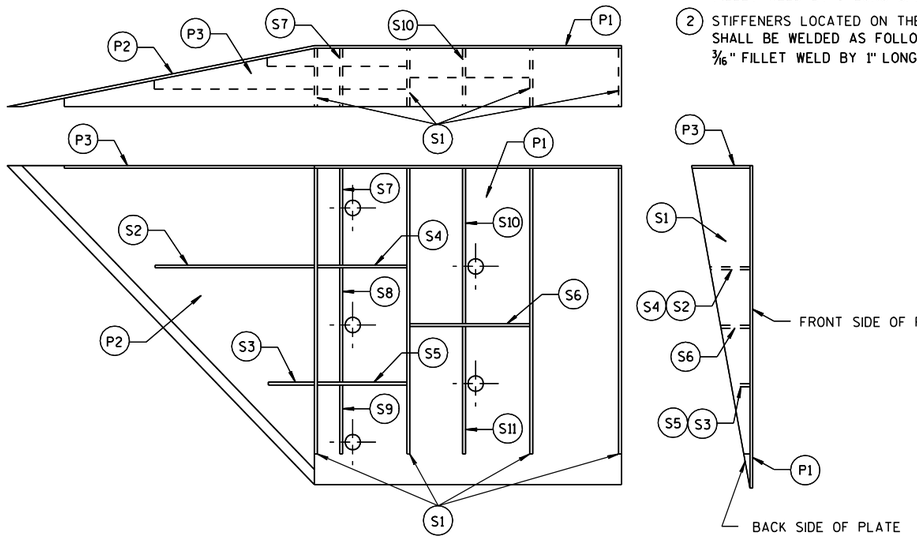


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

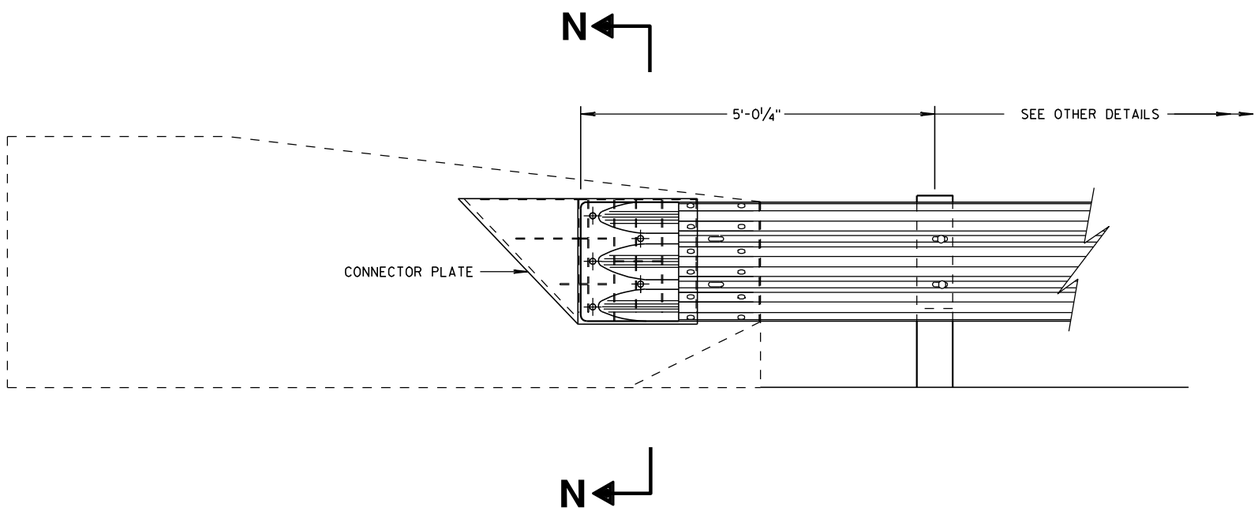
APPROVED
8/31/2012
DATE
/S/ Jerry H ----
ROADWAY STANDARDS 455
ENGINEER
FHWA

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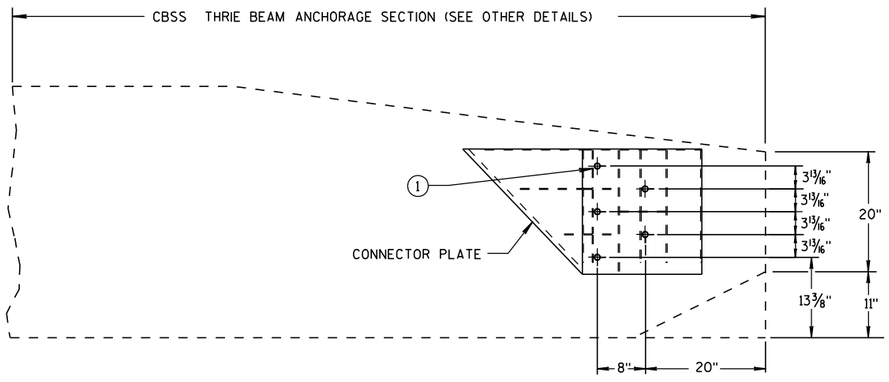
S.D.D. 14 B 45-3i

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S.D.D. 14 B 45-3i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

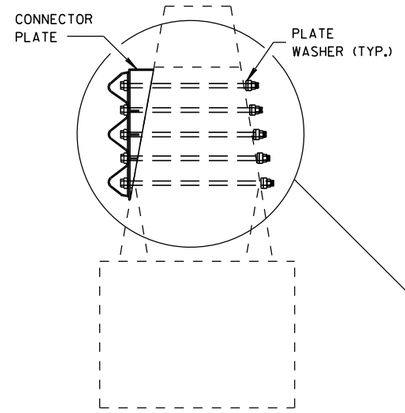


SINGLE SLOPE CONNECTION PLATE PLACEMENT

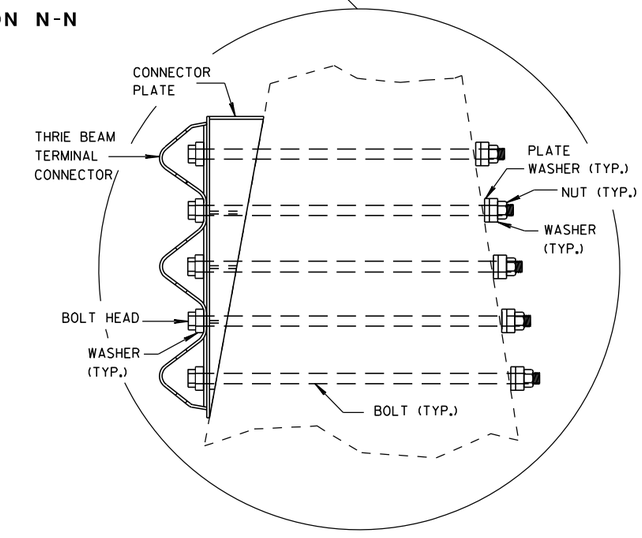
GENERAL NOTES

CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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8/31/2012
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

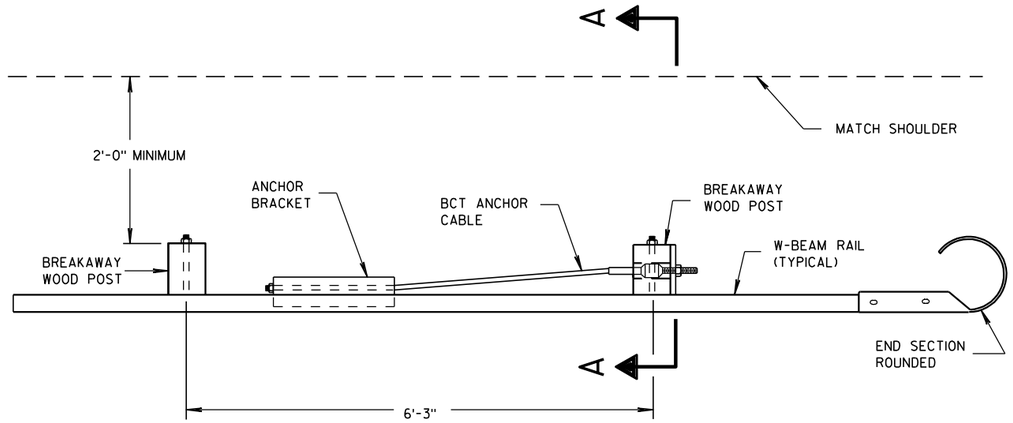
FHWA

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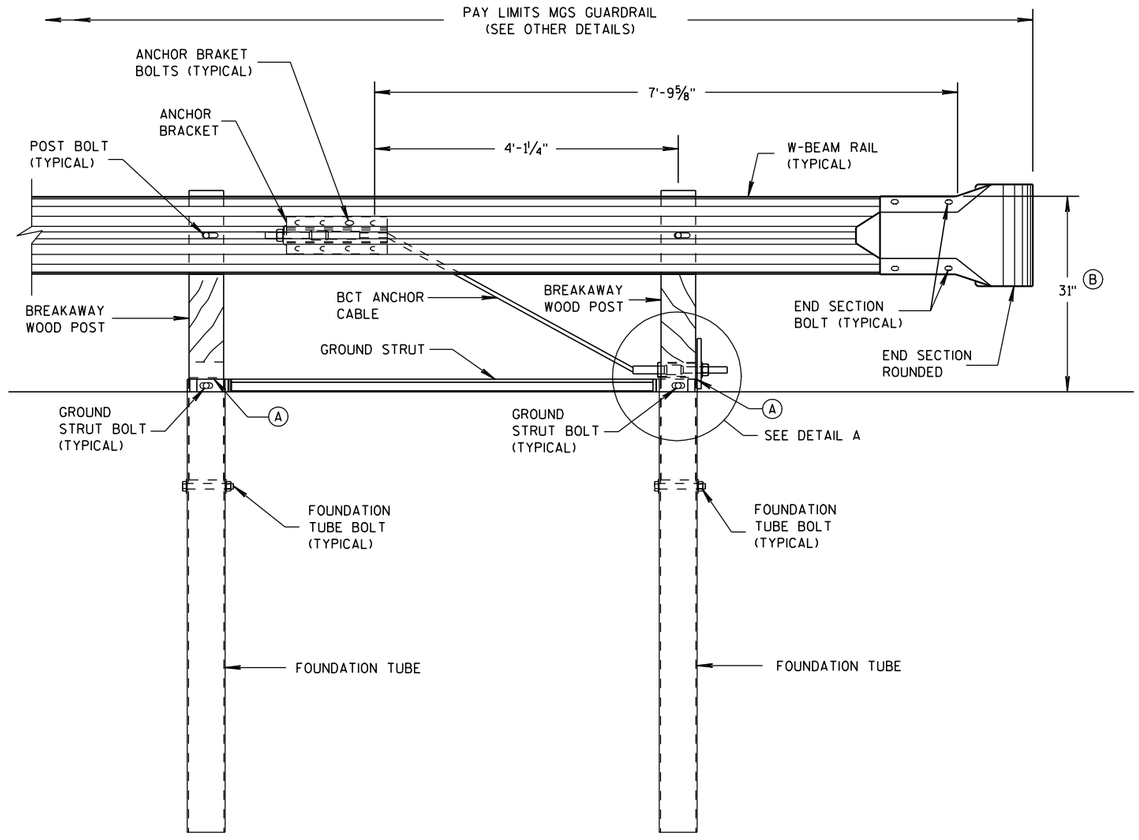
S.D.D. 14 B 45-3j

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S.D.D. 14 B 45-3j

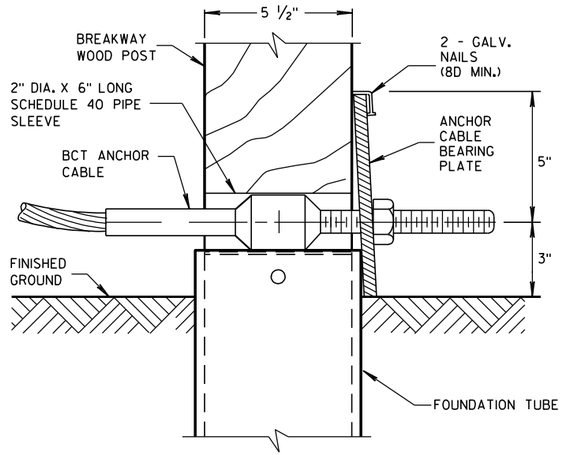


PLAN VIEW



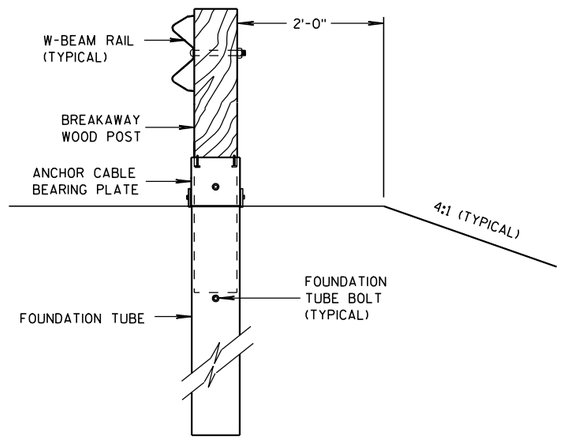
FRONT VIEW

END RAIL DETAIL



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.



SECTION A-A

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

POST BOLTS ARE A ⅝" DIAMETER X 10" LONG GUARDRAIL BOLT. A POST BOLT REQUIRES A ⅝" DIAMETER DH MODIFIED (RECESSED) HEAVY HEX NUT AND ⅝" DIAMETER FLAT WASHER.

FOUNDATION TUBE BOLTS ARE A ⅞" DIAMETER X 7½" LONG HEAVY HEX HEAD BOLT. A FOUNDATION TUBE BOLT REQUIRES A ⅞" DIAMETER DH HEAVY HEX NUT AND A ⅝" DIAMETER FLAT WASHER.

GROUND STRUT BOLTS ARE A ⅝" DIAMETER X 10" LONG HEAVY HEX HEAD BOLT. A GROUND STRUT BOLT REQUIRES A ⅝" DIAMETER DH HEAVY HEX NUT AND A ⅝" DIAMETER FLAT WASHER.

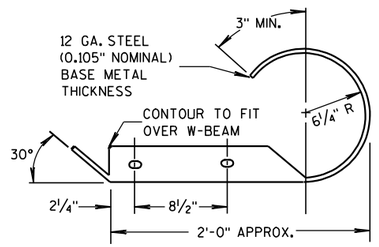
ANCHOR BRAKET BOLTS ARE A ⅝" DIAMETER X 1½" LONG HEAVY HEX HEAD BOLT. AN ANCHOR BRAKET BOLT REQUIRES A ⅝" DIAMETER DH HEAVY HEX NUT AND A FLAT WASHER.

END SECTION BOLTS ARE A ⅝" DIAMETER X 1½" HEAVY HEX HEAD BOLT. AN END SECTION BOLT REQUIRES ⅝" DIAMETER DH HEAVY HEX NUT AND A ⅝" DIAMETER FLAT WASHER.

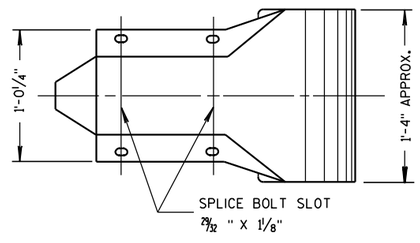
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".



PLAN VIEW



FRONT VIEW

W BEAM END SECTION ROUNDED

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

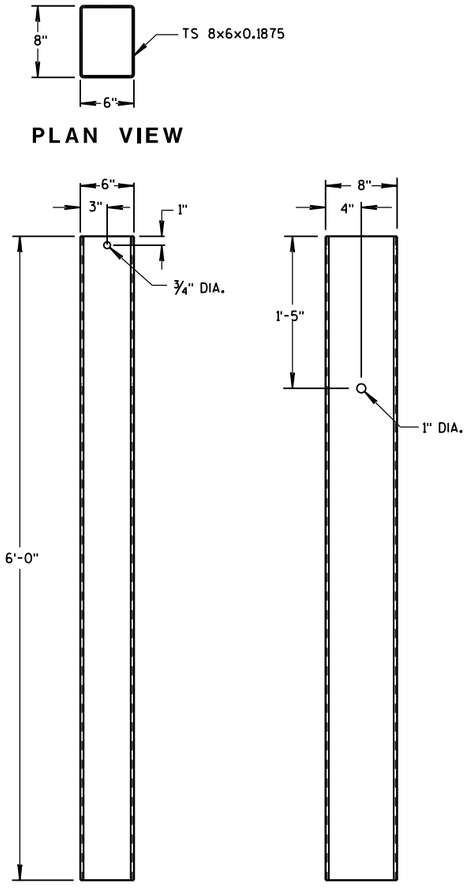
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

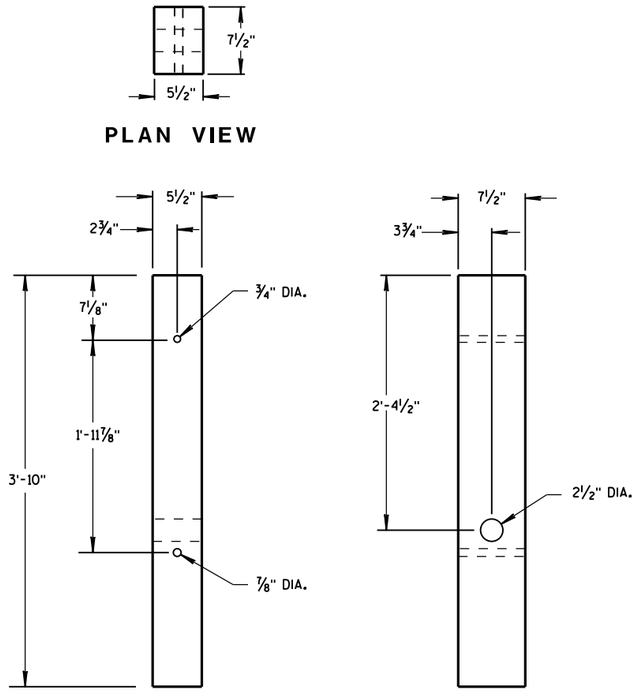
S.D.D. 14 B 47-1a

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S.D.D. 14 B 47-1a



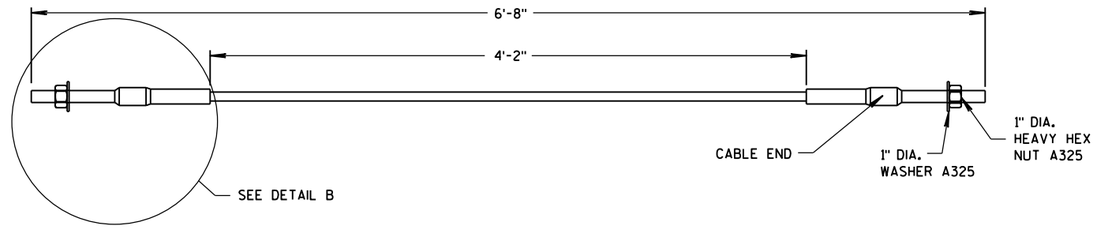
FOUNDATION TUBE



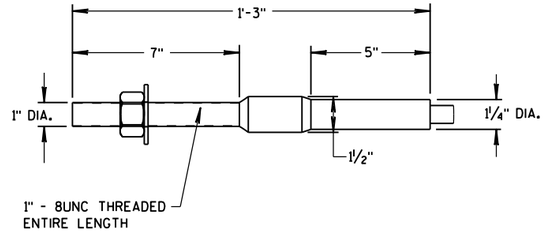
BREAKAWAY WOOD POST

GENERAL NOTES

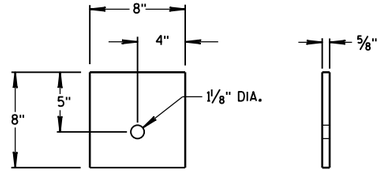
BCT ANCHOR CABLE IS A ⅜" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. THE END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. THE TREADED STUD SHOULD CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.



BCT ANCHOR CABLE



DETAIL B



ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

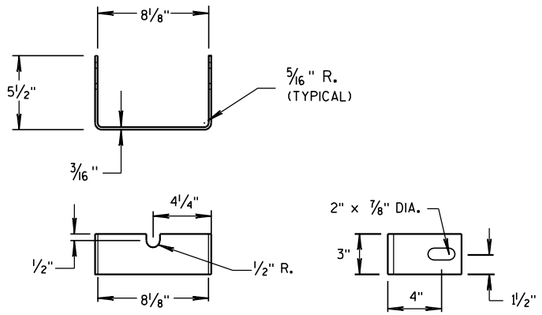
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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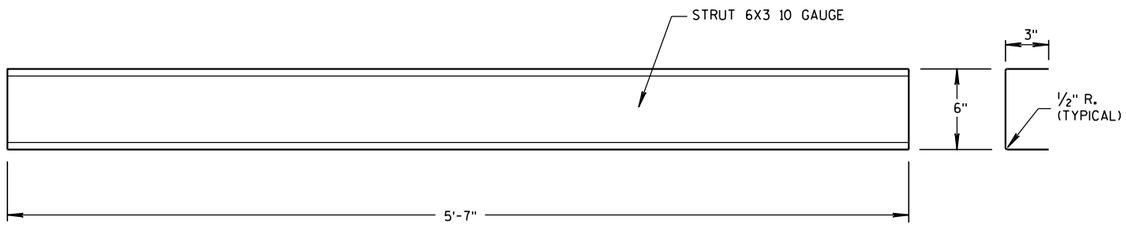
S.D.D. 14 B 47-1b

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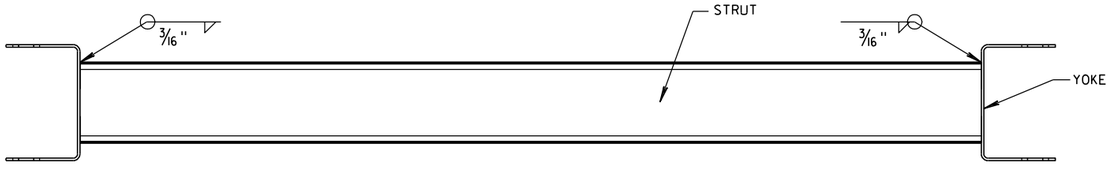
S.D.D. 14 B 47-1b



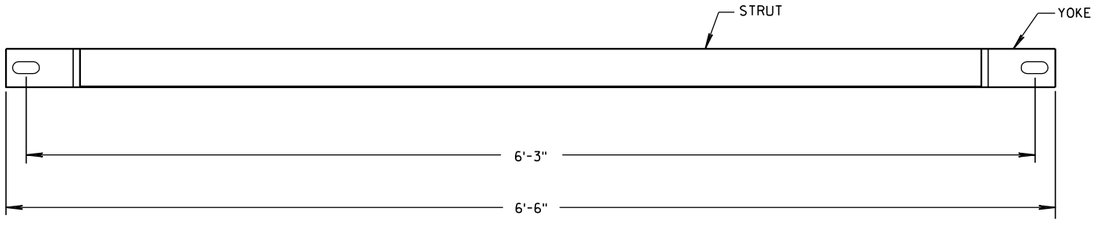
YOKE DETAIL



STRUT DETAIL

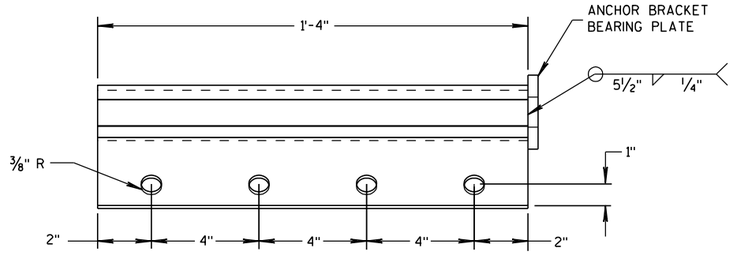


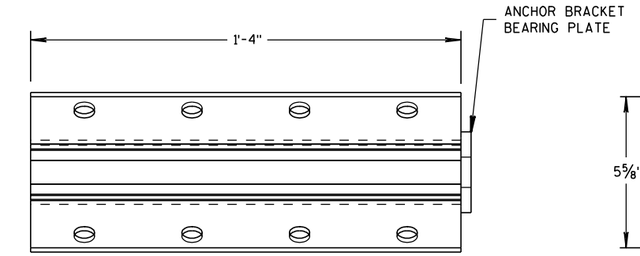
PLAN VIEW

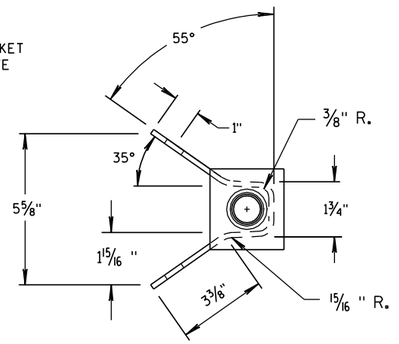


FRONT VIEW

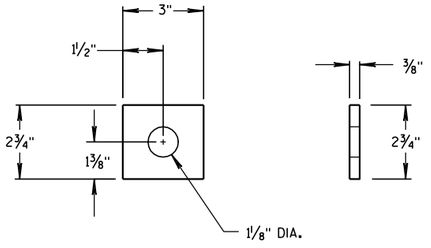
GROUND STRUT DETAIL







ANCHOR BRACKET



ANCHOR BRACKET BEARING PLATE

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/2011
DATE

/S/ Jerry H.
ROADWAY STANDARDS ENGINEER

459

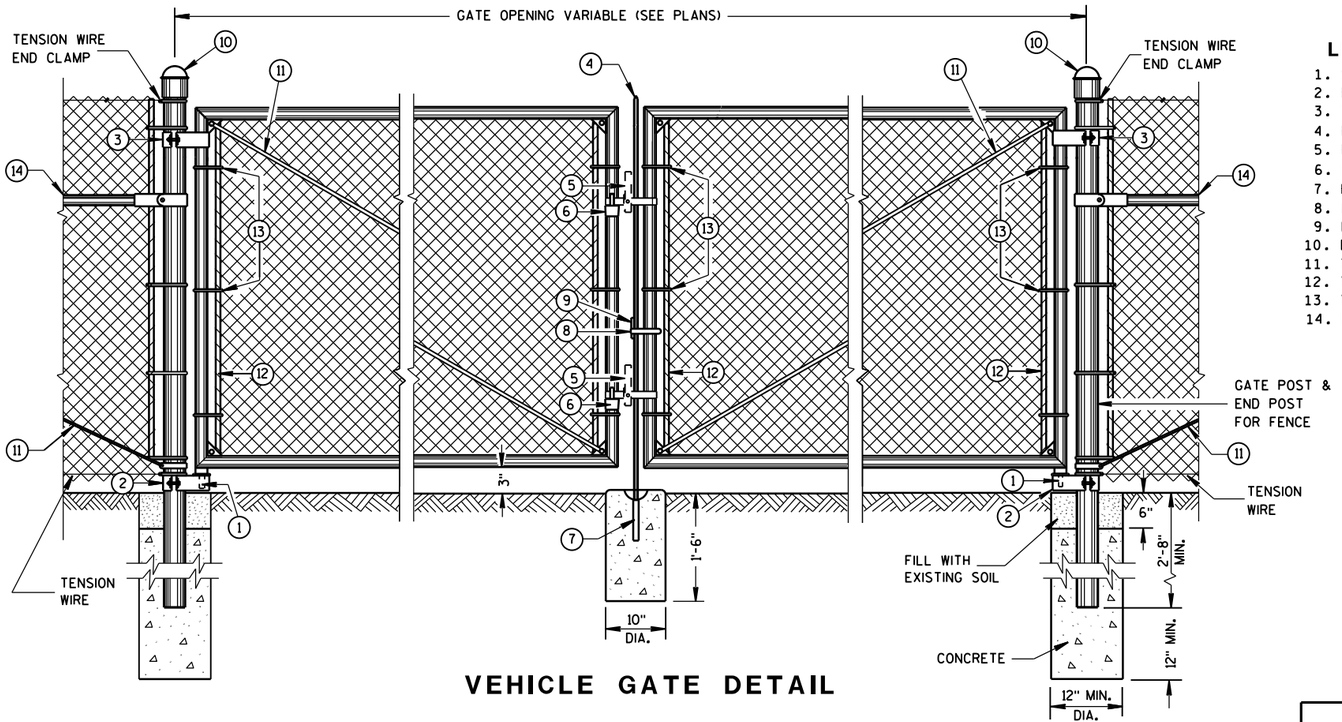
FHWA

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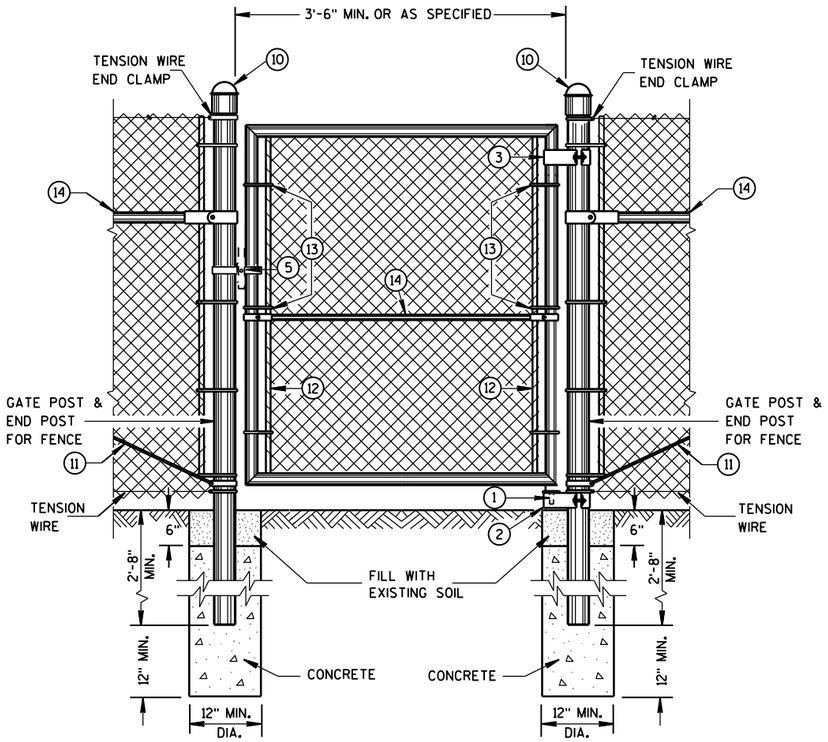
S.D.D. 14 B 47-1c

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S.D.D. 14 B 47-1c



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

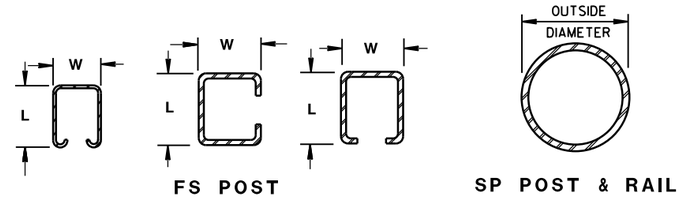
FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.



FS POST — SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR FORMED STEEL FENCE POST

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

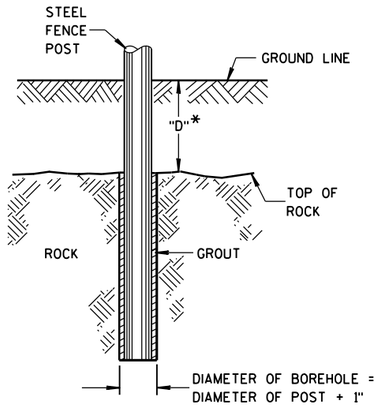
SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR ROUND STEEL FENCE POST

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

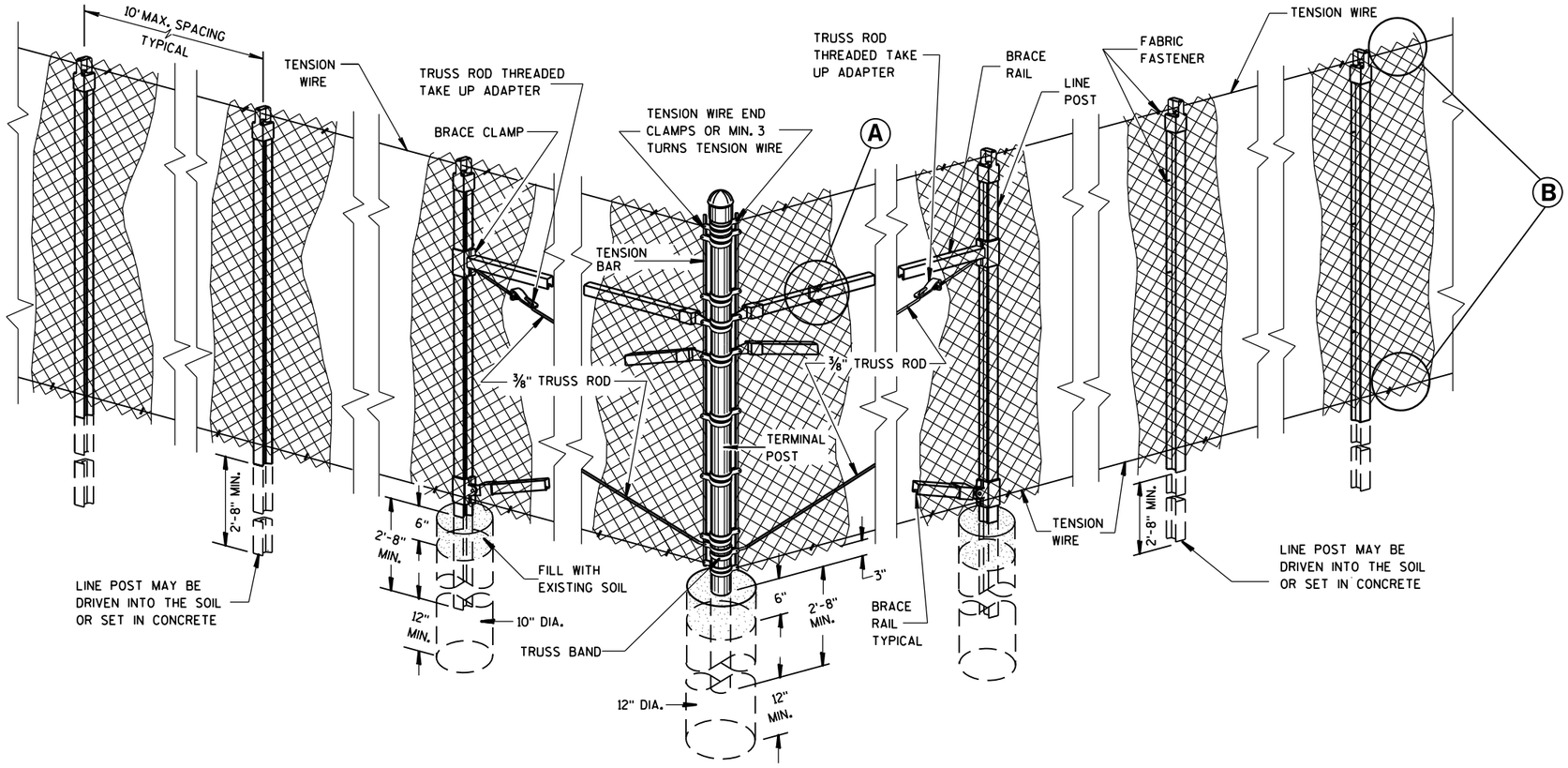
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 15 B 3-13a

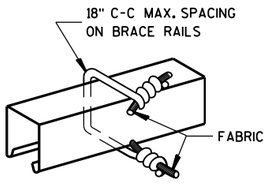


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



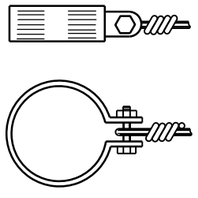
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



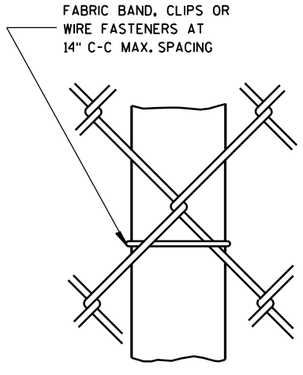
BRACE RAIL

FABRIC FASTENER

Ⓐ



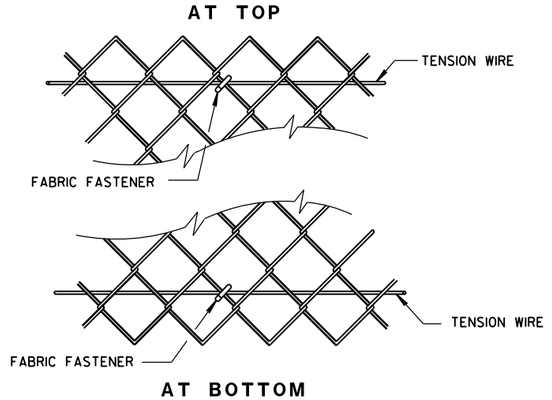
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

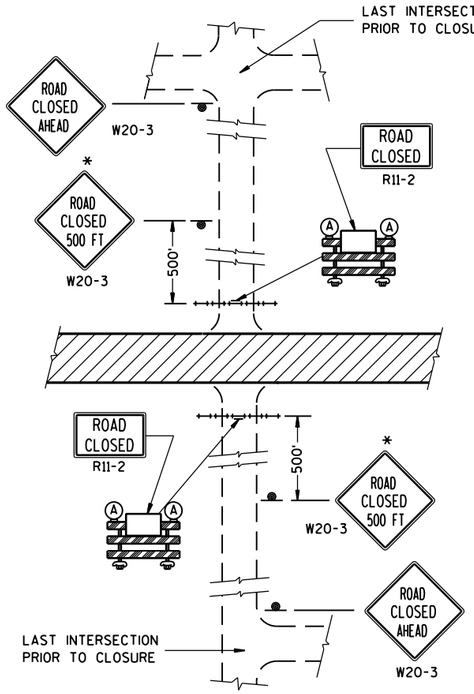
APPROVED
7/16/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D461 ENT
ENGINEER
FHWA

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S.D.D. 15 B 3-13b

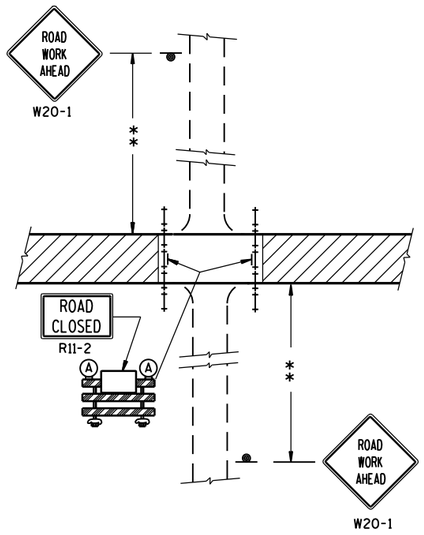
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S.D.D. 15 B 3-13b



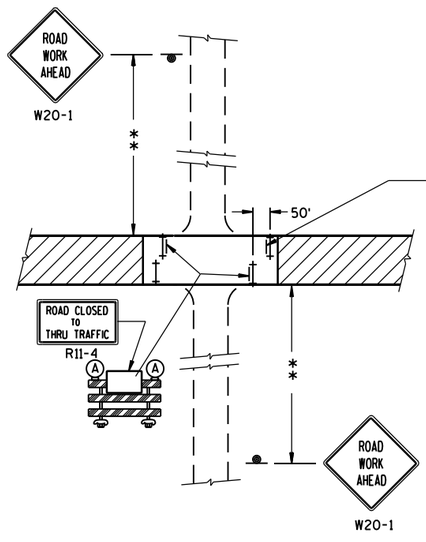
DETAIL 1

(NO ACCESS TO PROJECT)



DETAIL 2

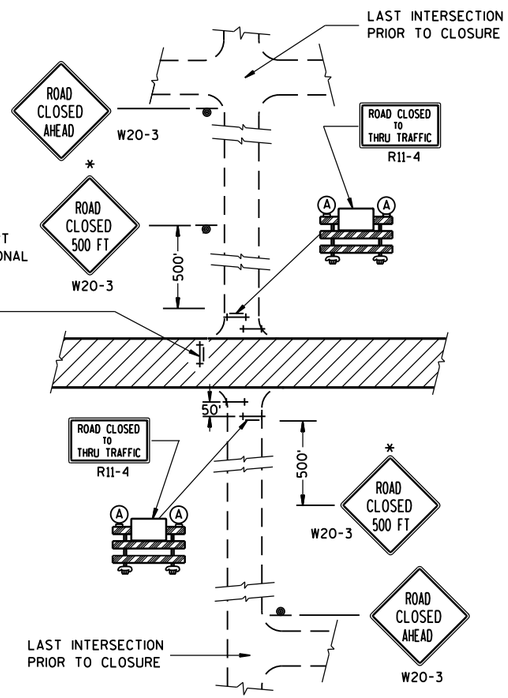
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

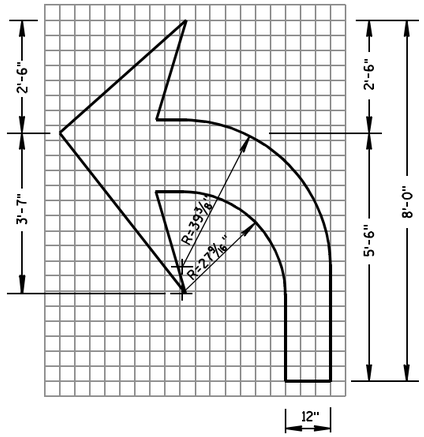
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

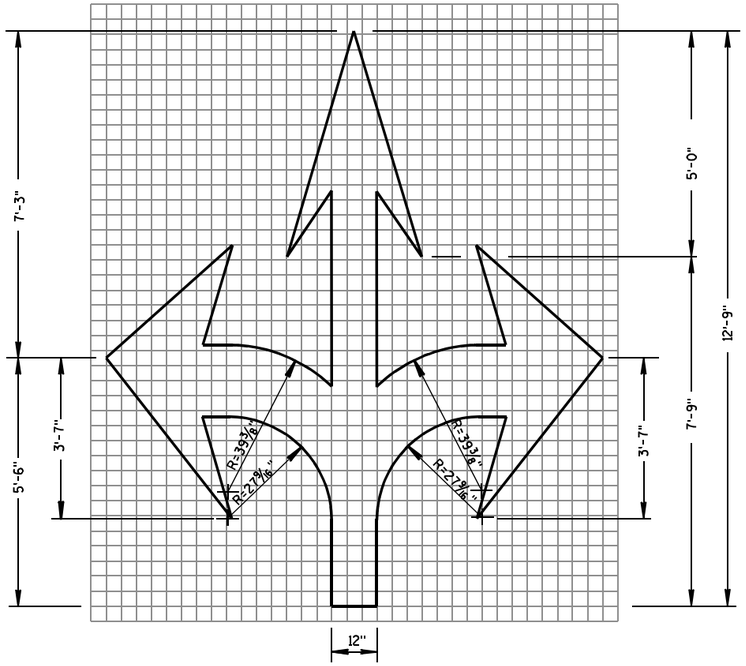
S.D.D. 15 C 3-2

6

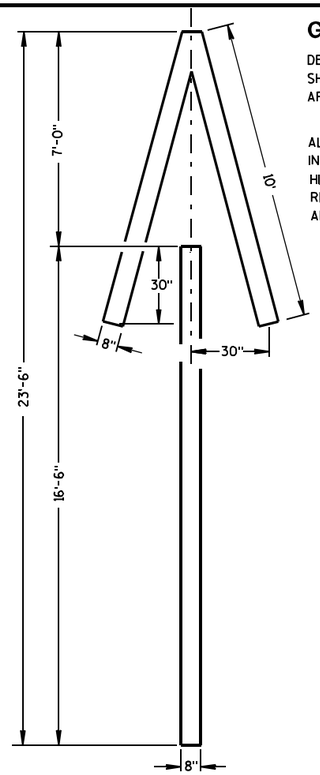
S.D.D. 15 C 3-2



TYPE 2



TYPE 6

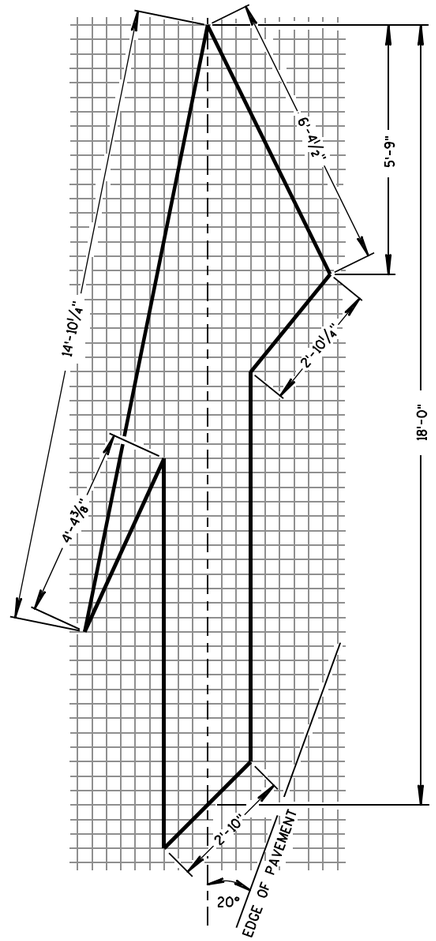


TYPE 4

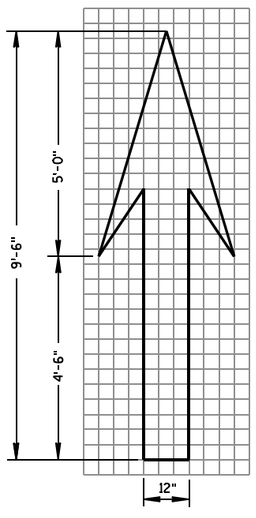
GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

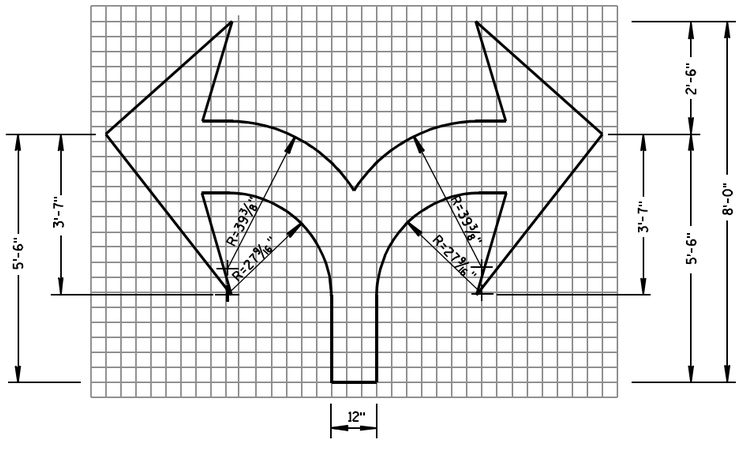
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



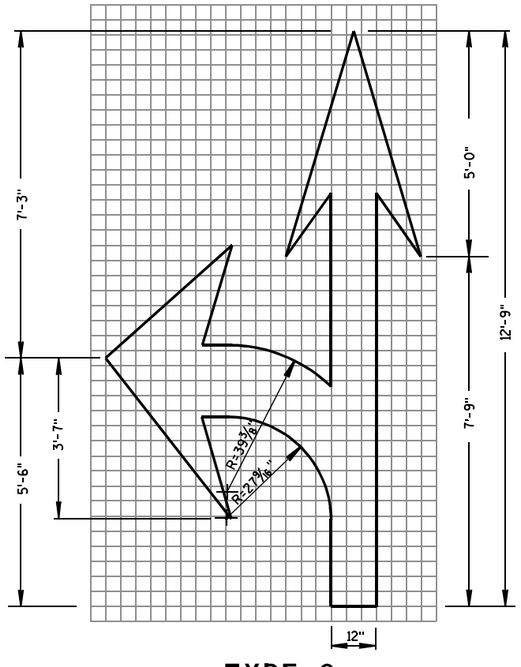
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

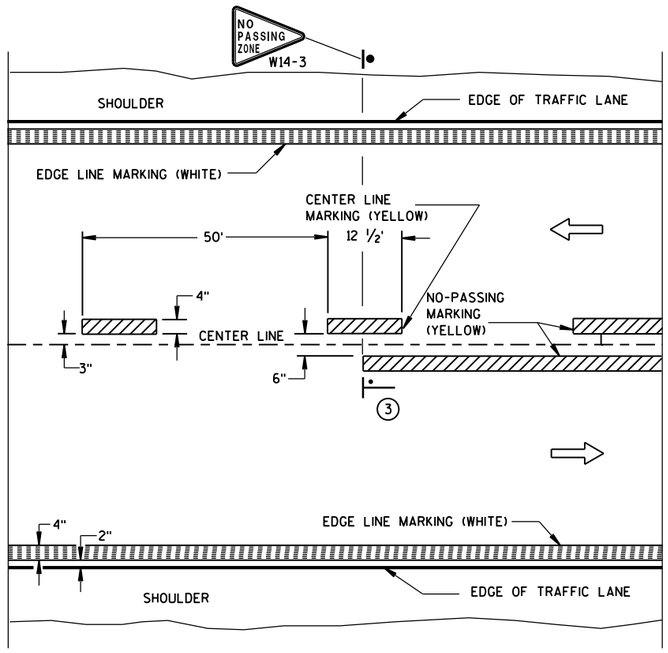
FHWA

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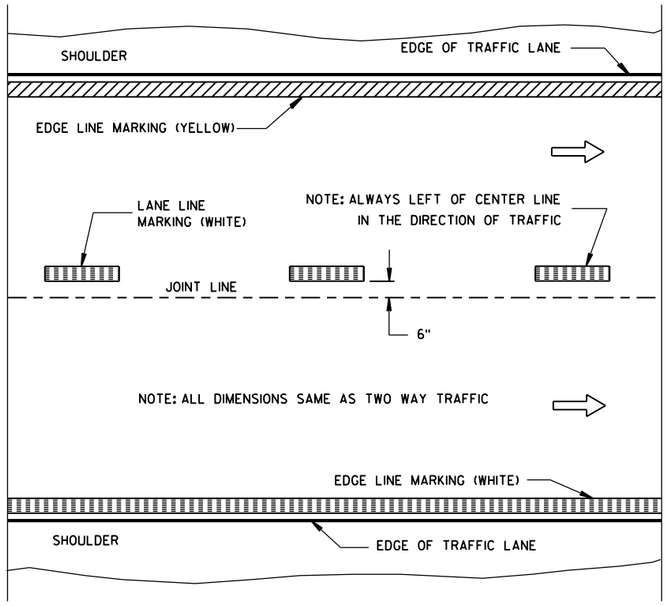
S.D.D. 15 C 7-12c

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S.D.D. 15 C 7-12c

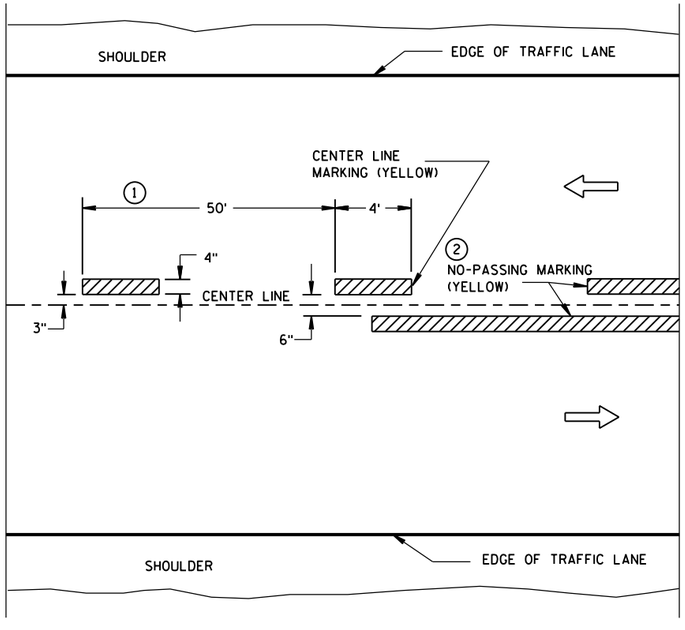


TWO WAY TRAFFIC

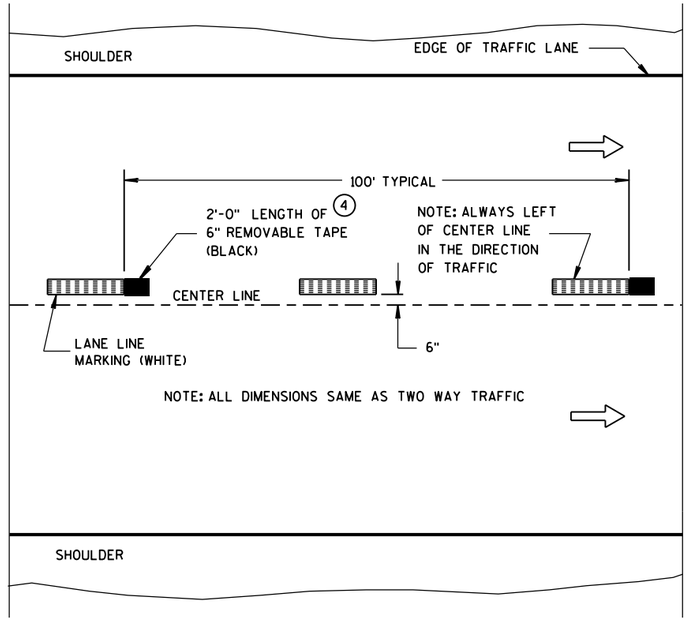


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

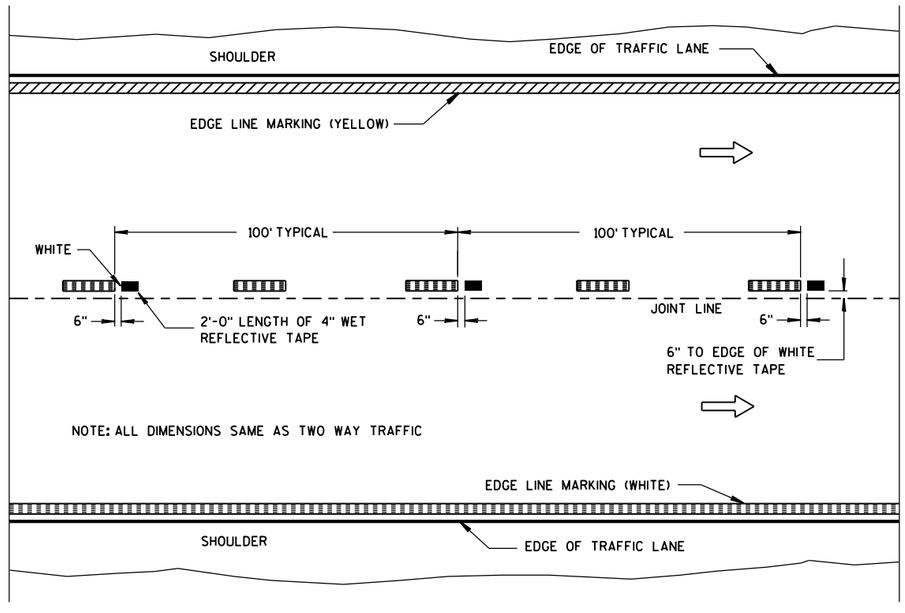
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

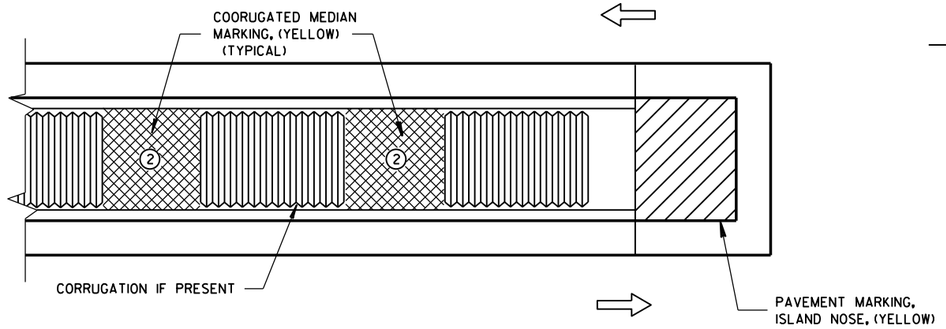
APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

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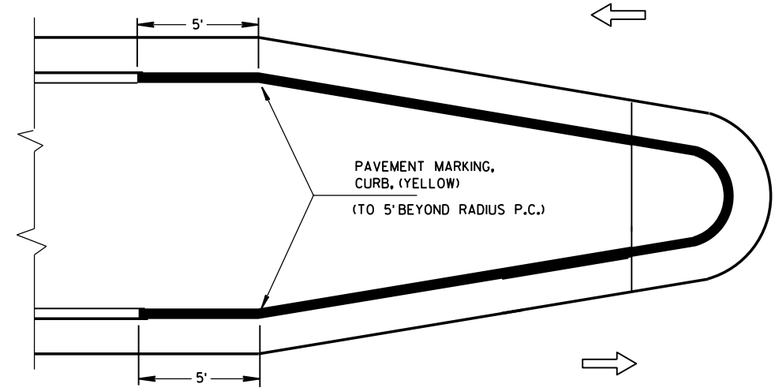
S.D.D. 15 C 8-16a

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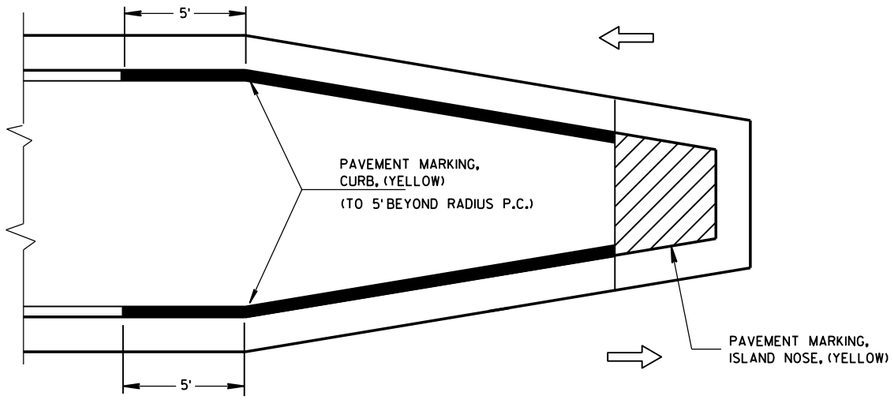
S.D.D. 15 C 8-16a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

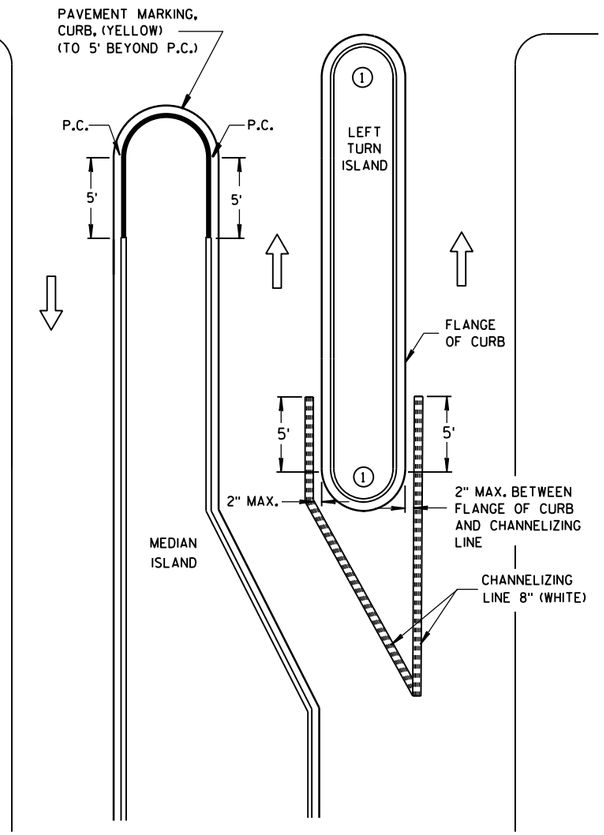


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

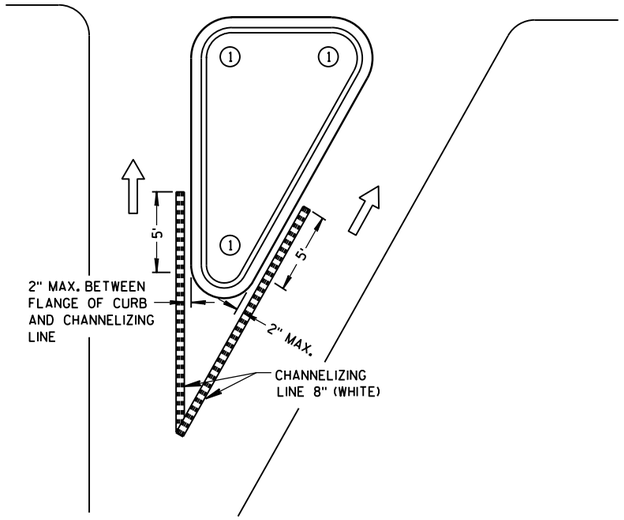


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

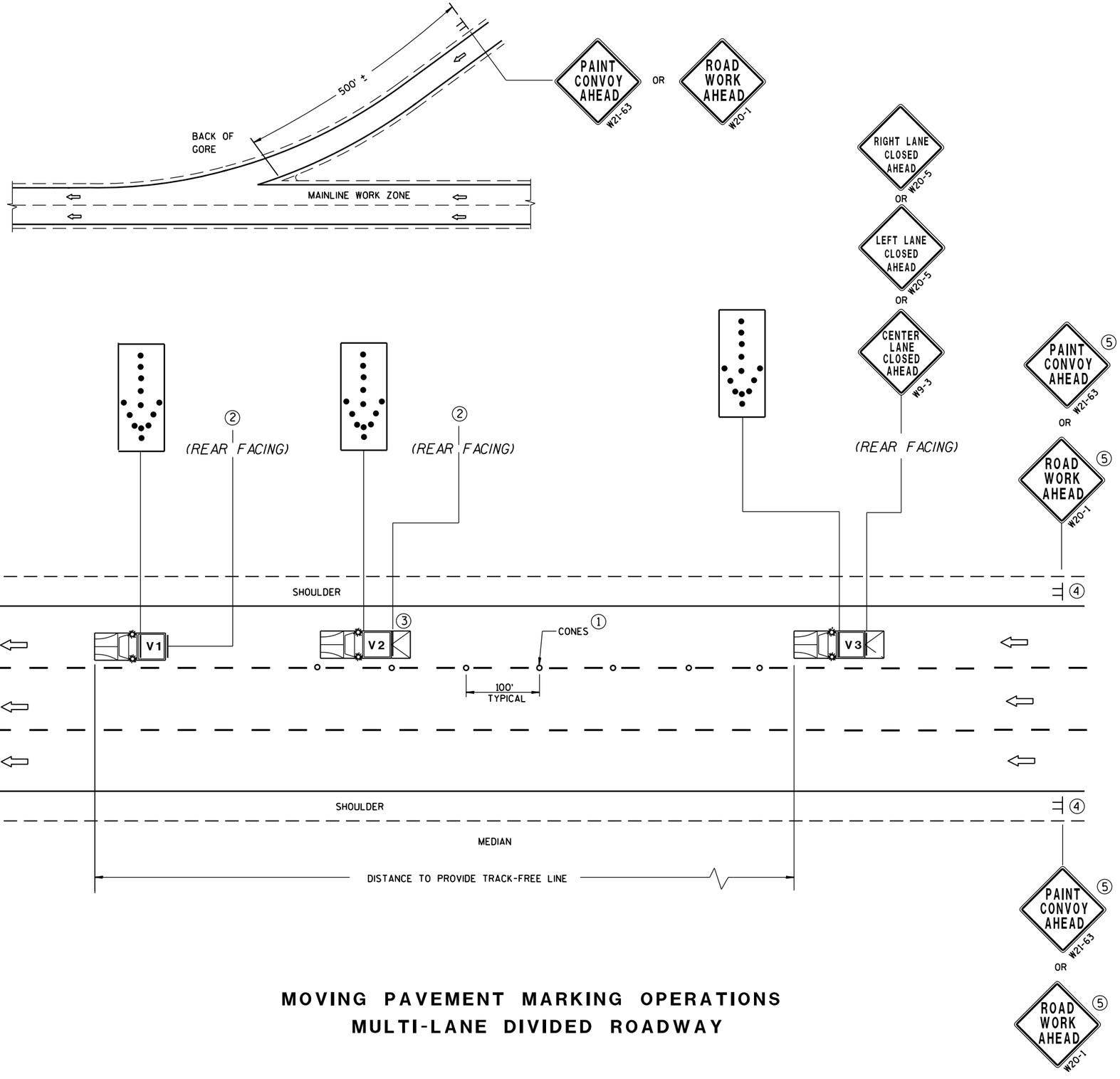
- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 8-16f



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.

④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

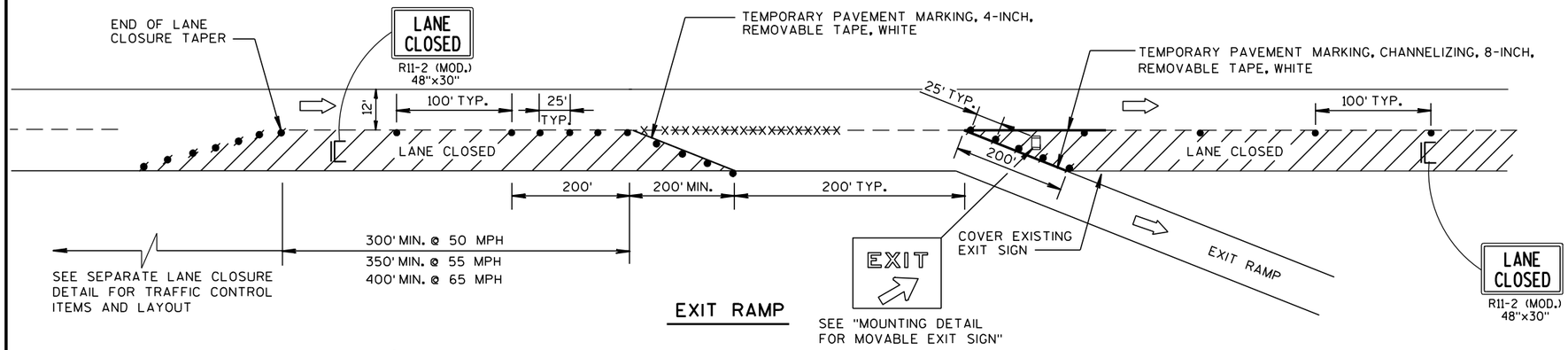
FHWA

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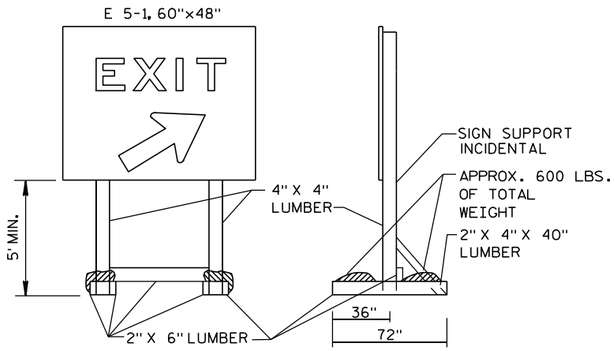
S.D.D. 15 C 19-2c

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S.D.D. 15 C 19-2c

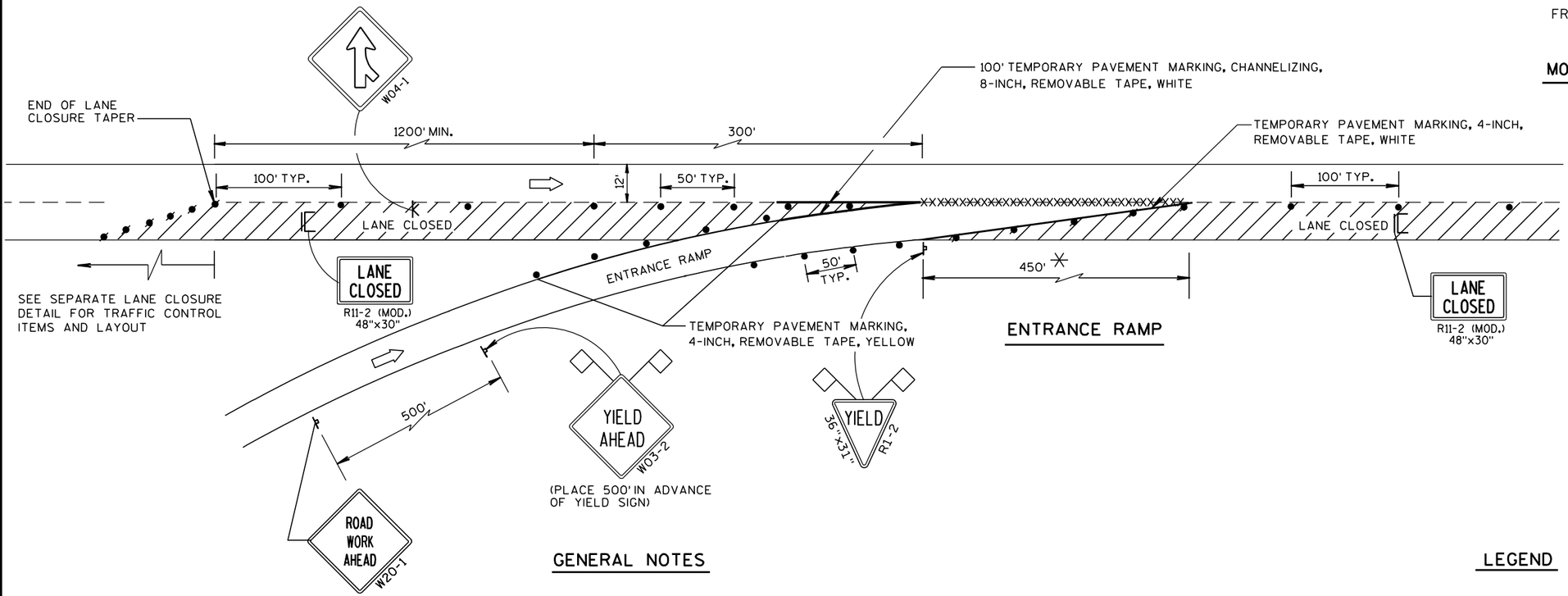


EXIT RAMP



NOTE: ALL LUMBER DIMENSIONS ARE NOMINAL

MOUNTING DETAIL FOR MOVABLE EXIT SIGN



ENTRANCE RAMP

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2 (MOD.) "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

✳ LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

LEGEND

- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT
- TRAFFIC CONTROL, DRUM
- TRAFFIC CONTROL, DRUM WITH WARNING LIGHT, TYPE C (STEADY-BURN)
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE (8' EQUIVALENT) WITH SIGN
- FLAGS, 16"x16" MIN., ORANGE
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/24/2000
DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARKINGS ENGINEER
FHWA

6
S.D.D. 15 D 15-1

LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

TRAFFIC CONTROL DRUM

SIGN ON PERMANENT SUPPORT

TYPE "A" WARNING LIGHT (FLASHING)

DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

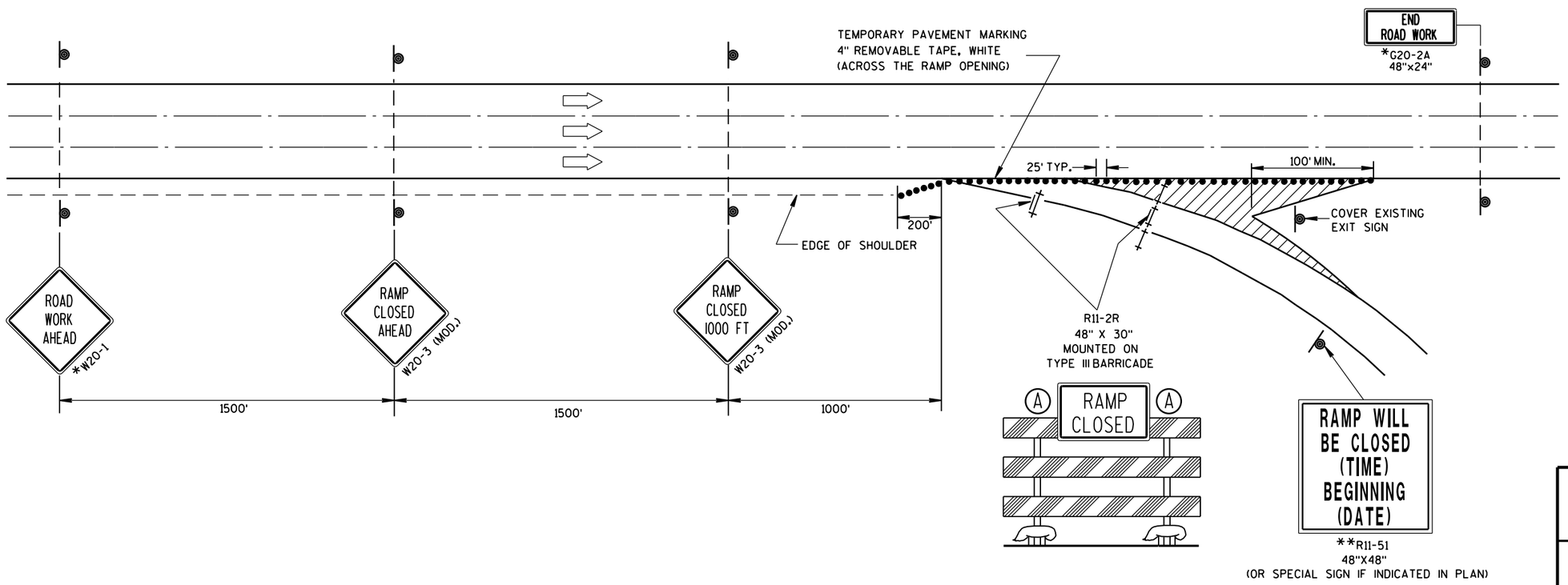
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

*W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

** PLACE "RAMP WILL BE CLOSED" SIGN 10 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



TRAFFIC CONTROL,
EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013
DATE

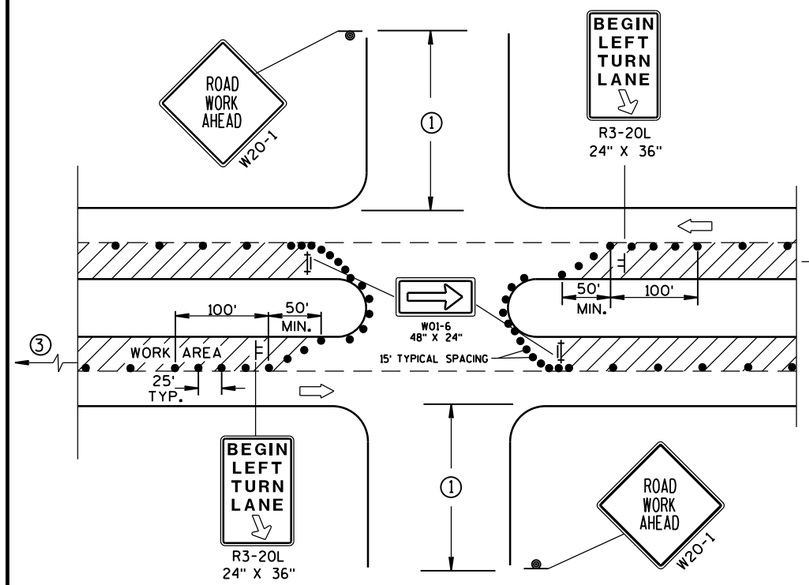
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

DESIGN

FHWA

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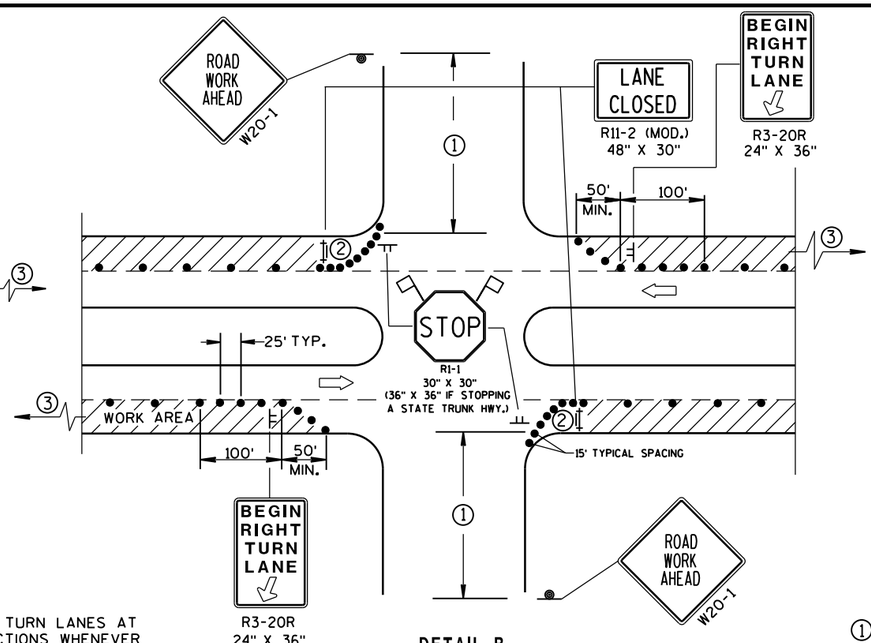
S.D.D. 15 D 16-2



DETAIL A

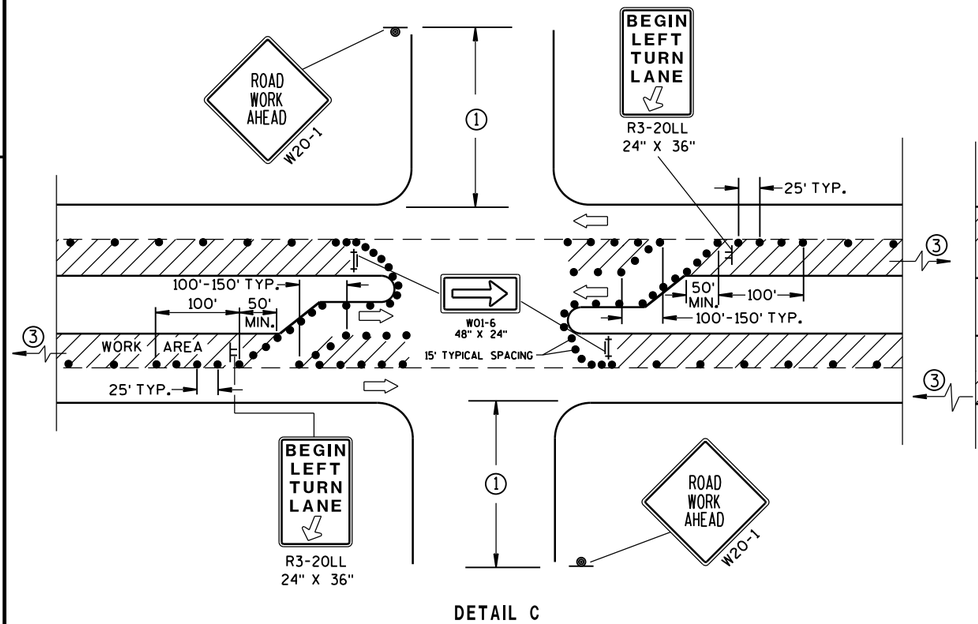
FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



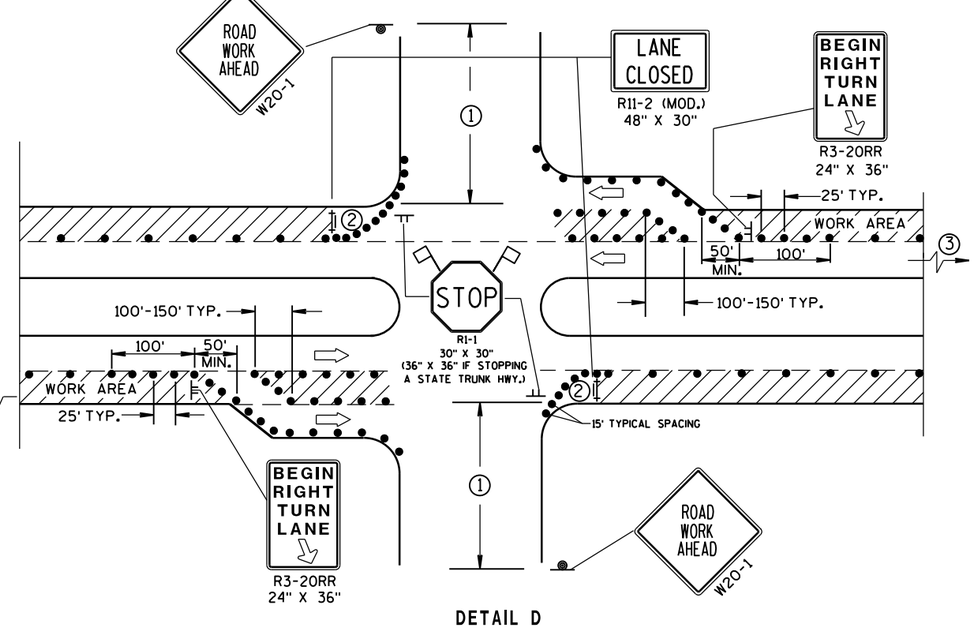
DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

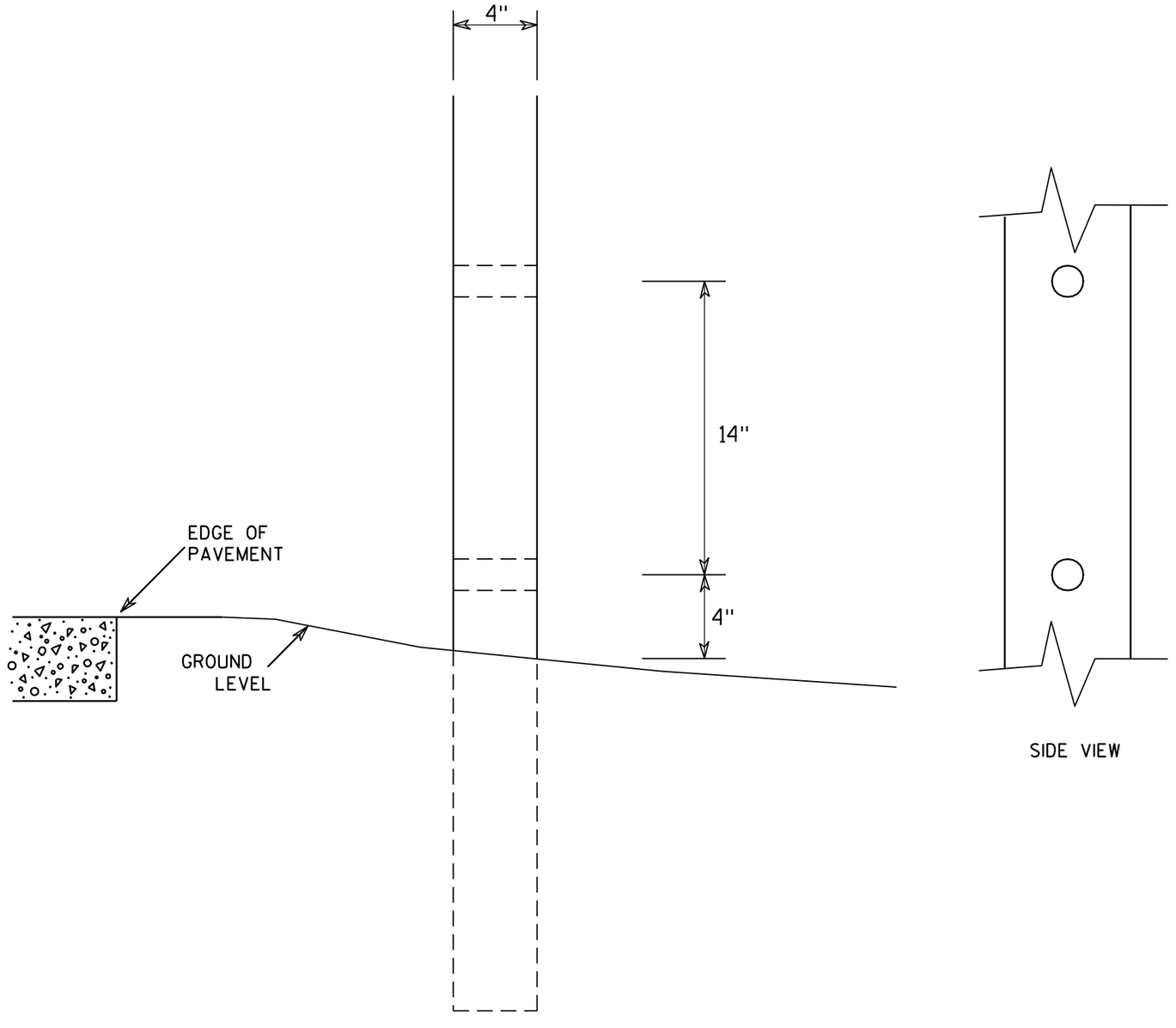
APPROVED

8/2013	/S/ Travis Feltes
DATE	STATE TRAFFIC ENGINE[illegible]ESIGN

FHWA

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S.D.D. 15 D 21-2



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

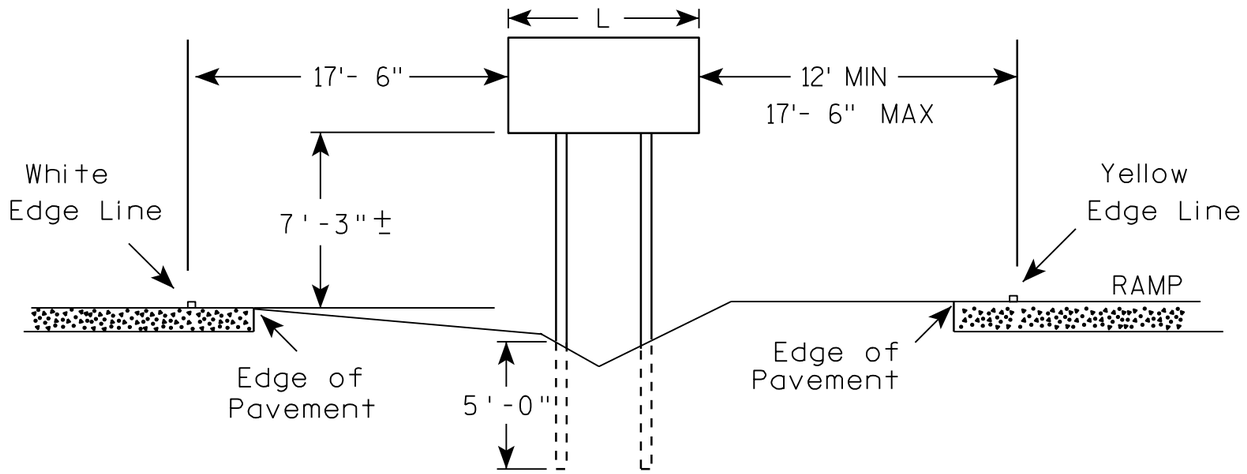
4 X 6 WOOD POST MODIFICATIONS

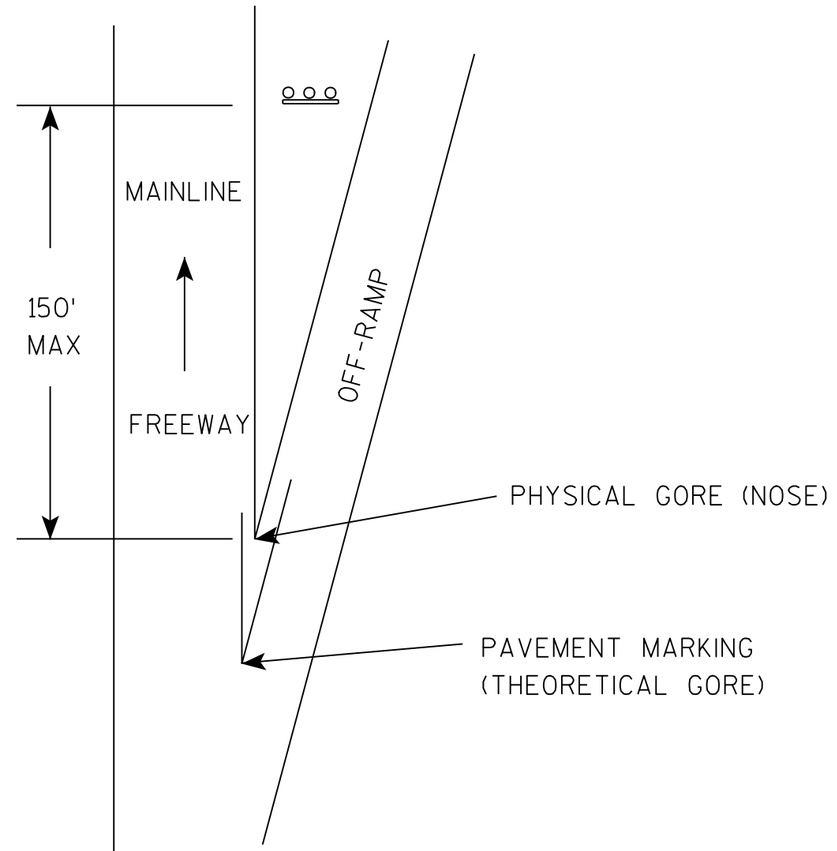
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 470	E





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 9 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

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7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

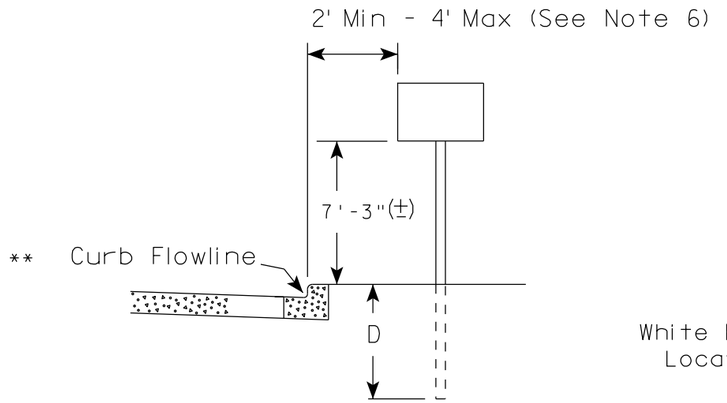
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

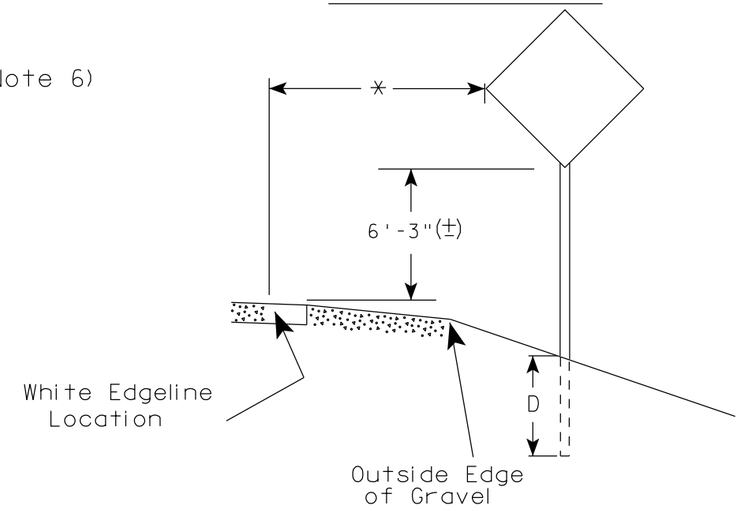
DATE 4/4/00 PLATE NO. A4-2.2

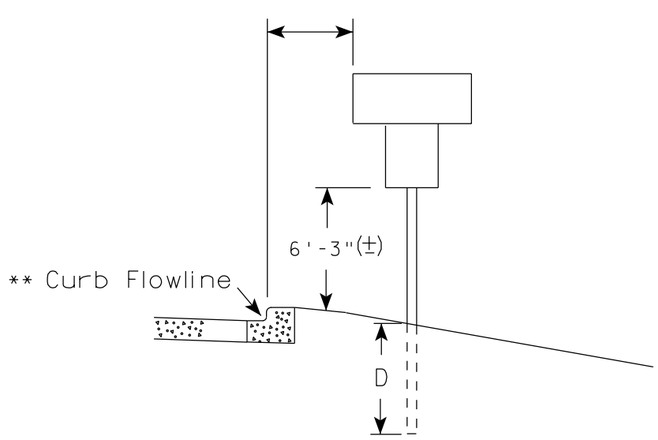
PROJECT NO:				SHEET NO: 471	E

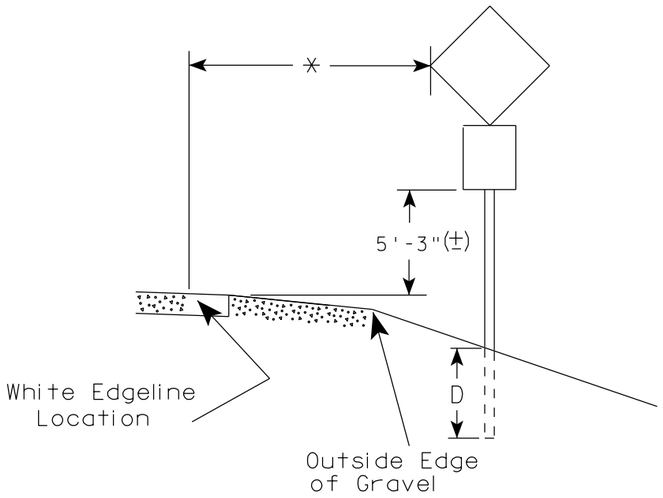
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series) & End of Rod Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (+).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

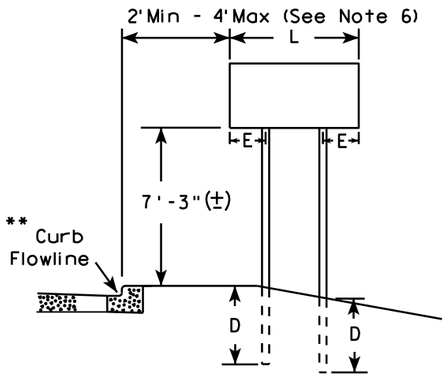
WISCONSIN DEPT OF TRANSPORTATION

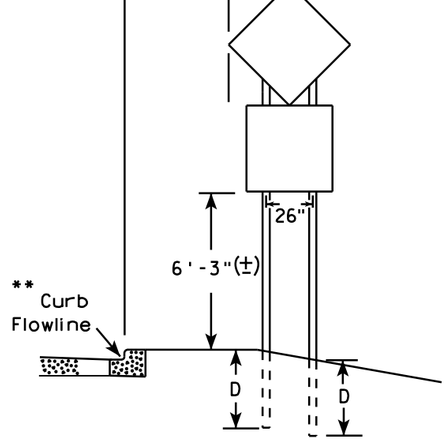
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/13 PLATE NO. A4-3.18

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

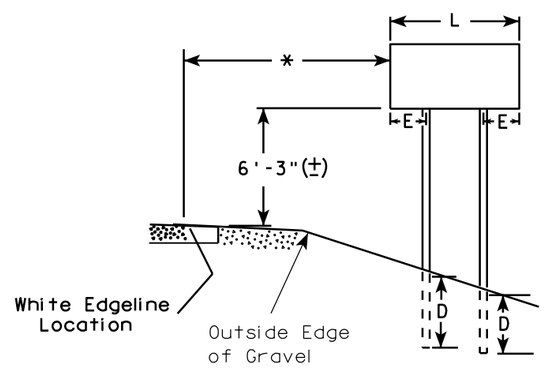
URBAN AREA

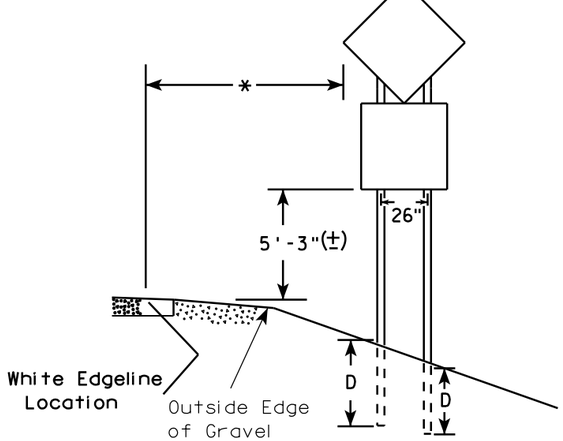




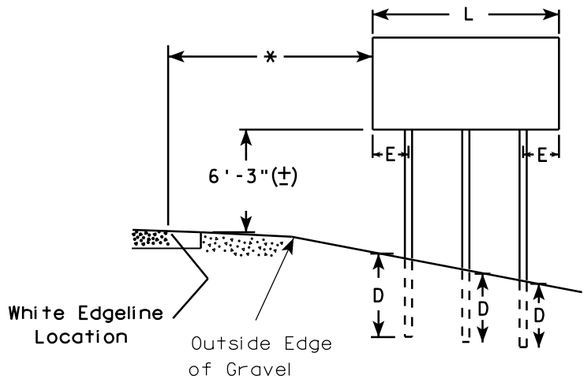
48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width or 20 S.F. or less in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

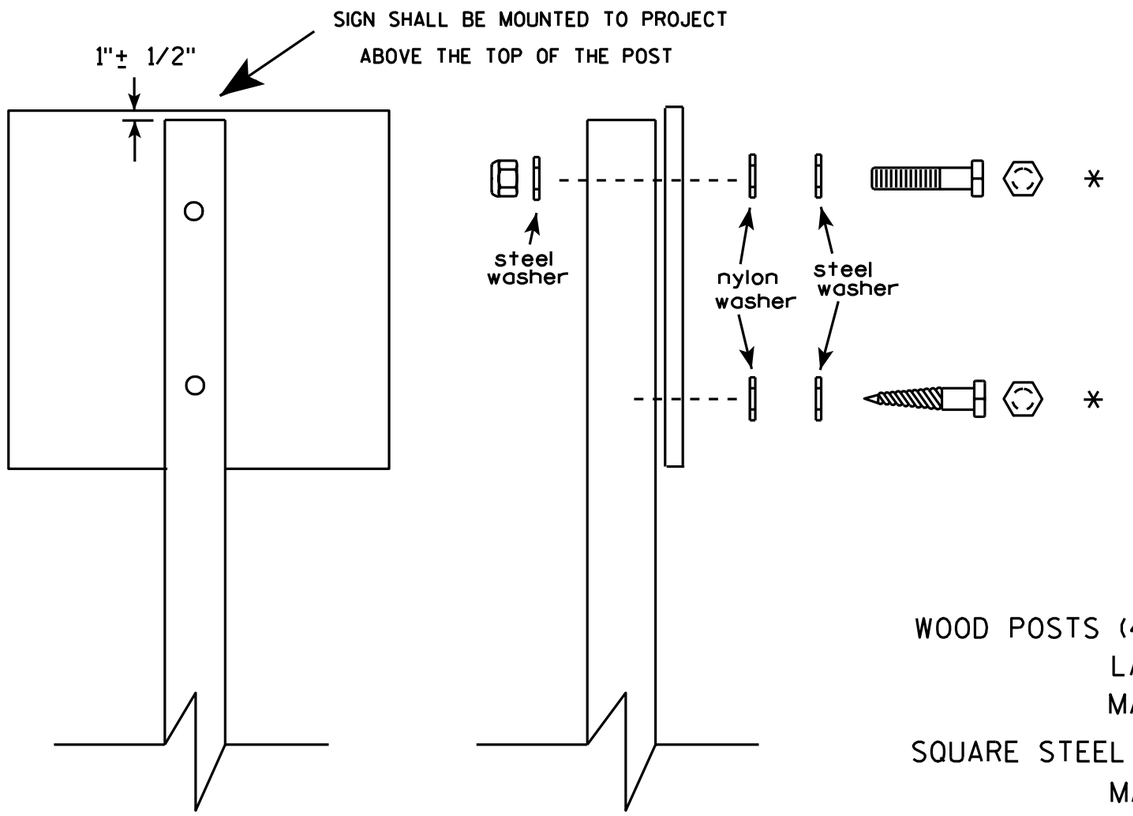
DATE 9/30/13 PLATE NO. A4-4 12
473

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 30-SEP-2013 13:27 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000

7

7



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

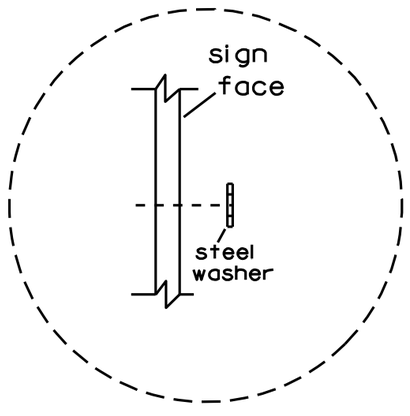
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

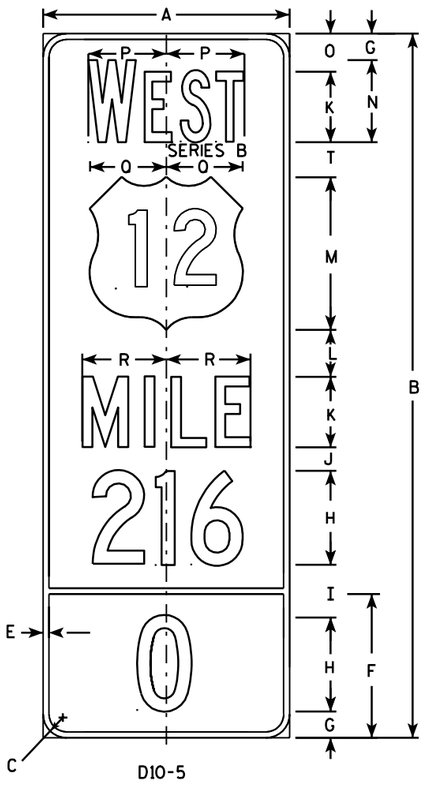
DATE 3/23/10 PLATE NO. A4-8.7

7

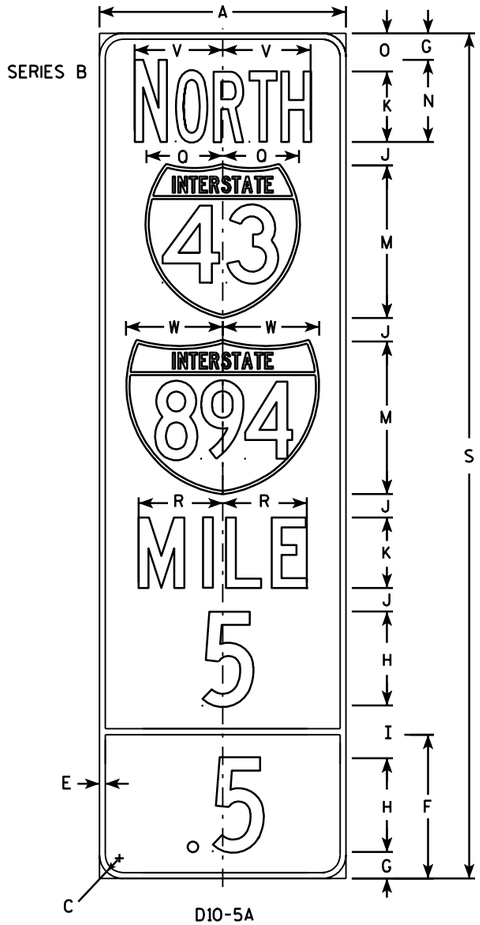
7

PROJECT NO:

SHEET NO: 474 E



D10-5



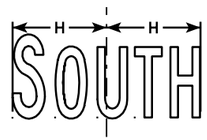
D10-5A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLUE
   Message - WHITE
3. Interstate Shield Color
   Background - Top Red
   - Bottom Blue
   Message - White
4. Message Series - C or as noted on the Sign.
5. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
6. The decimal point is required for all digits except "0".
7. Optically adjust mileage numbers about the centerline of the sign to achieve proper balance.



SERIES B



SERIES B

Metric equivalent for this sign is:		Metric equivalent for this sign is:	
SIZE	D10-5	SIZE	D10-5A
1		1	
2		2	
3		3	
4	525 mm X 1500 mm	4	525 mm X 1950 mm
5	525 mm X 1500 mm	5	525 mm X 1950 mm

																										D10-5		D10-5A	
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2	Area sq. ft.	Area m2
1																														
2																														
3																														
4	21	60	1 ½		½	12 ¼	2 ¼	8	4 ½	2	6	4	13	7	3 ¼	6 ⅝	6 ½	7 ⅛	72	3		7 ½	8 ¼				8.75	0.79	10.5	1.03
5	21	60	1 ½		½	12 ¼	2 ¼	8	4 ½	2	6	4	13	7	3 ¼	6 ⅝	6 ½	7 ⅛	72	3		7 ½	8 ¼				8.75	0.79	10.5	1.03

STANDARD SIGN
D10-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/09/05 PLATE NO. D10-5.1

PROJECT NO:

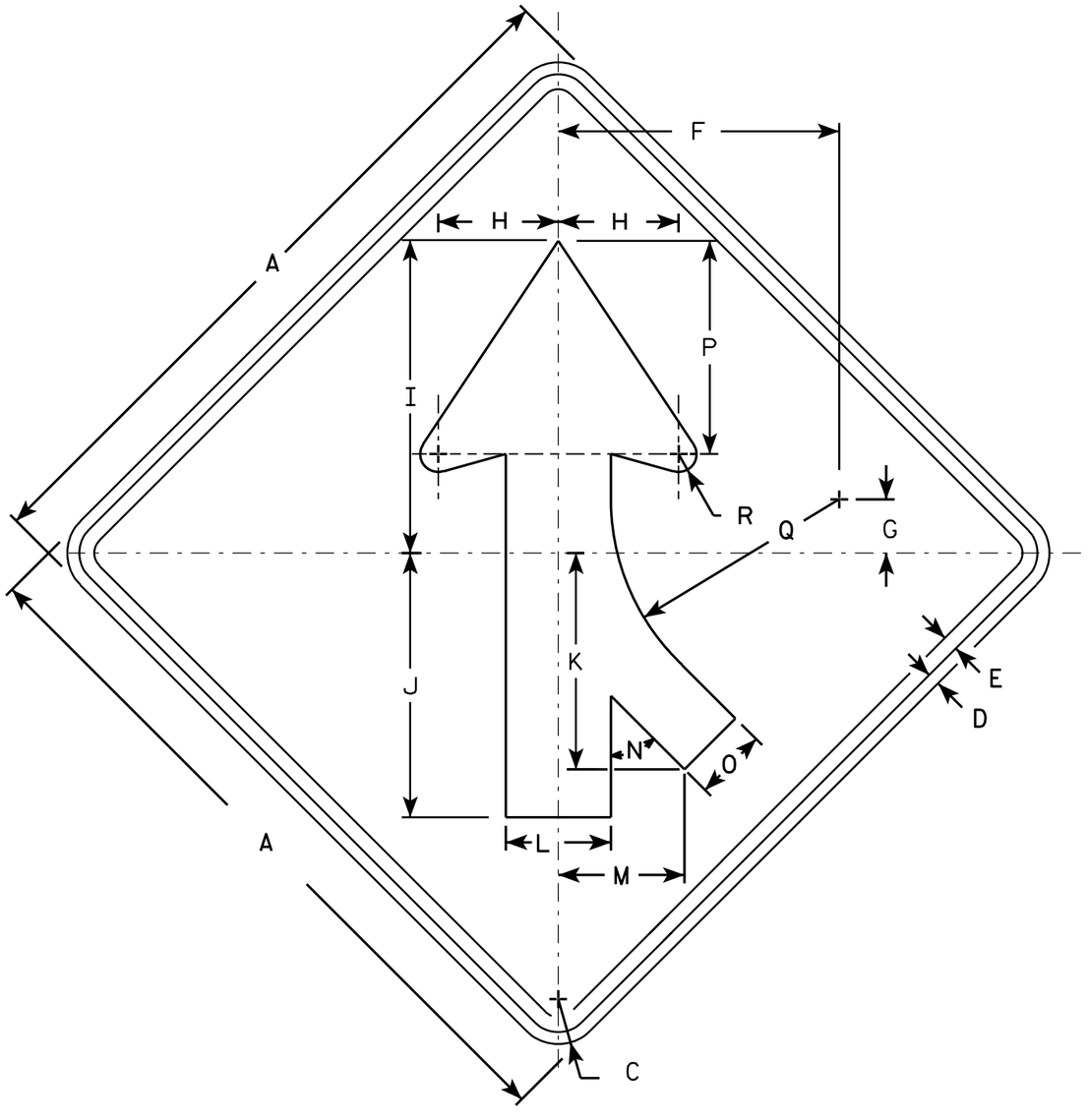
SHEET NO: 475 E

FILE NAME : C:\Users\Projects\tr_stdplate\D105.DGN PLOT DATE : 09-MAR-2005 08:35 PLOT BY : DOTSJA

WISDOT/CADDS SHEET 42

7

7



W4-1 R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 5/8	2 1/2	5	13	11	9	4 3/8	5 1/4	45°	3	8 7/8	9 1/2	3/4									6.25
2S	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2M	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
3	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

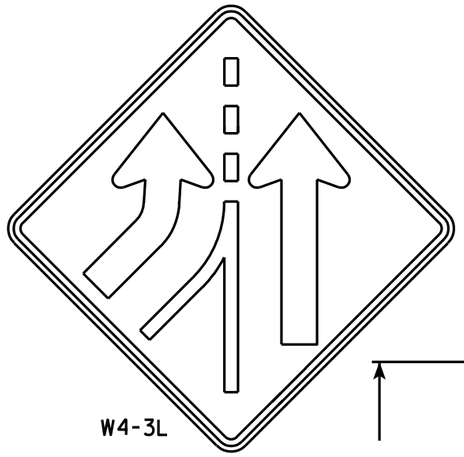
STANDARD SIGN
W4-1

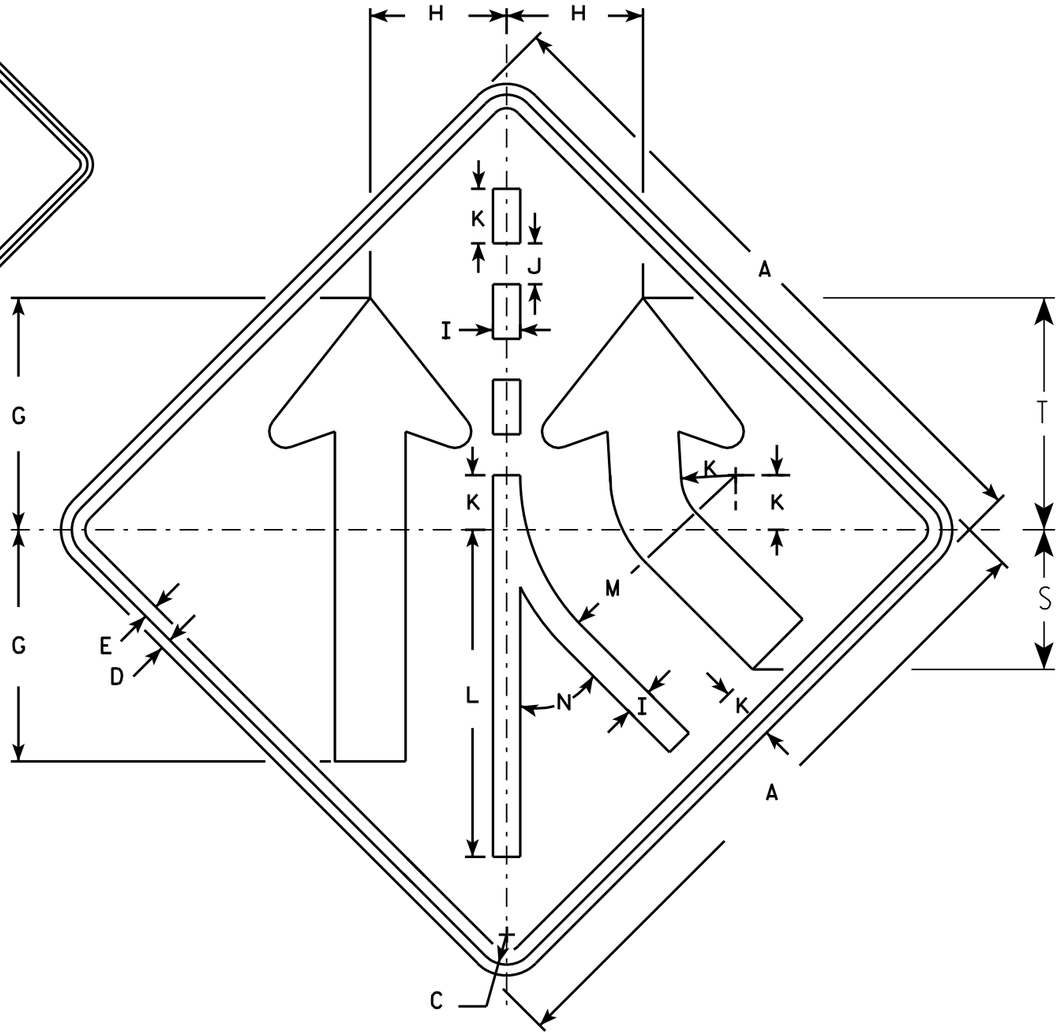
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 476	E

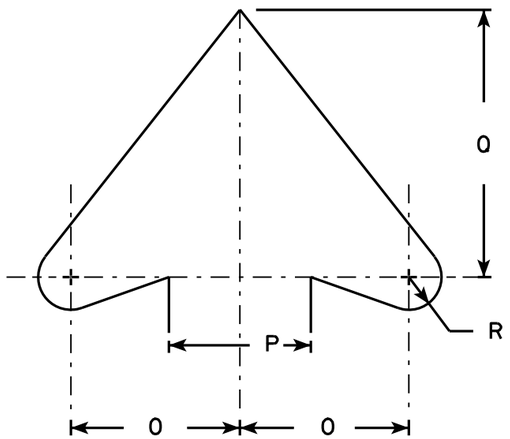




W4-3R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-3 L is the same as W4-3 R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		10 5/8	6 1/4	1 1/4	1 7/8	2 1/2	15	9 7/8	45°	3 7/8	3 1/4	6 1/8	3/4	6 3/8	10 5/8							6.25
2S	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
2M	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
3																											
4	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
5	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0

STANDARD SIGN
W4-3

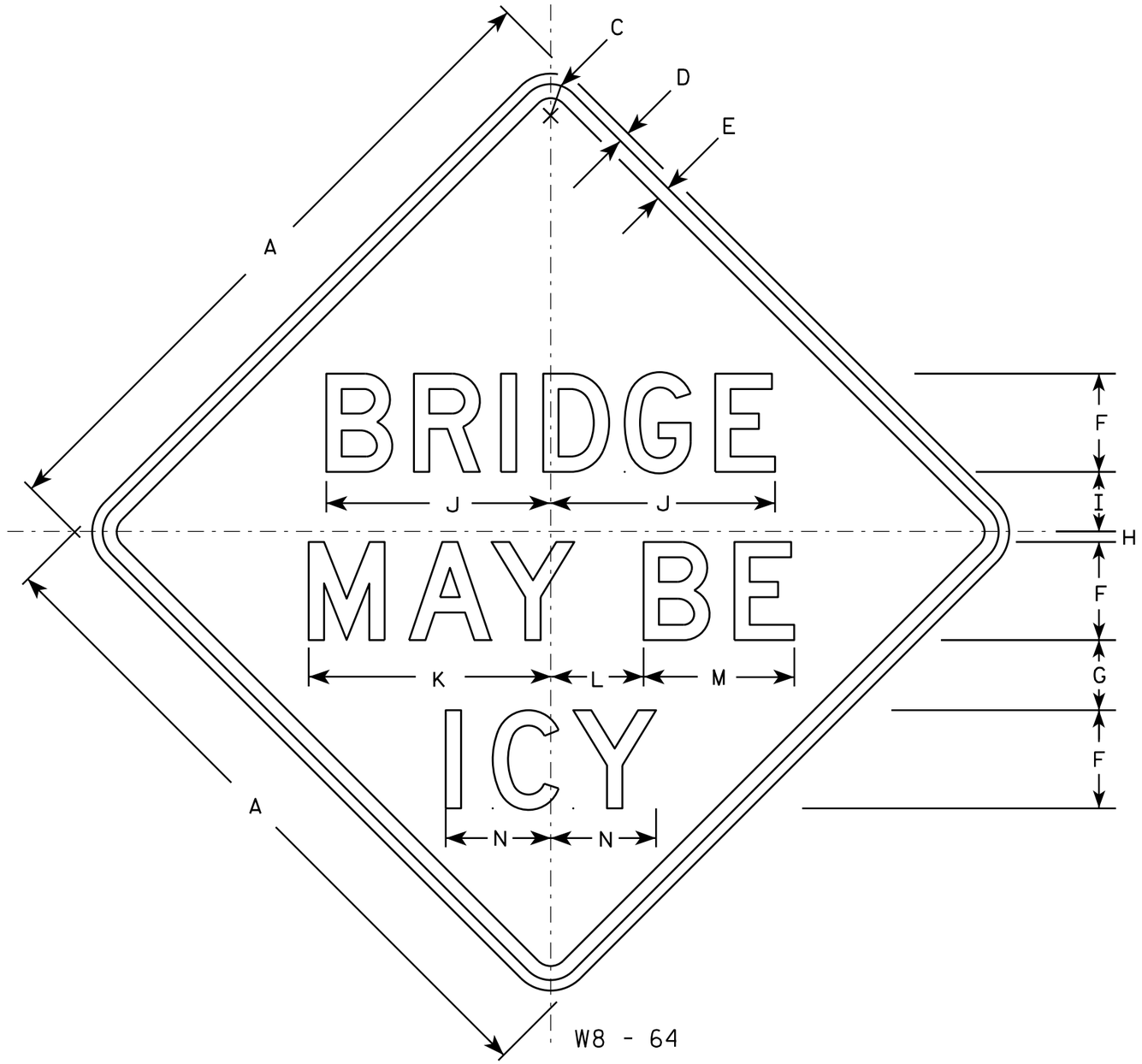
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-3.8

PROJECT NO:

SHEET NO: 477 E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	5	3 3/4	5/8	3 1/8	12	13	5	8	5 5/8													9.0
2M	36		1 5/8	5/8	3/4	5	3 3/4	5/8	3 1/8	12	13	5	8	5 5/8													9.0
3																											
4	48		2 1/4	3/4	1	7	5	3/4	4 1/4	16	17 1/4	6 5/8	10 3/4	7 1/2													16.0
5	48		2 1/4	3/4	1	7	5	3/4	4 1/4	16	17 1/4	6 5/8	10 3/4	7 1/2													16.0

STANDARD SIGN
W8-64

WISCONSIN DEPT OF TRANSPORTATION

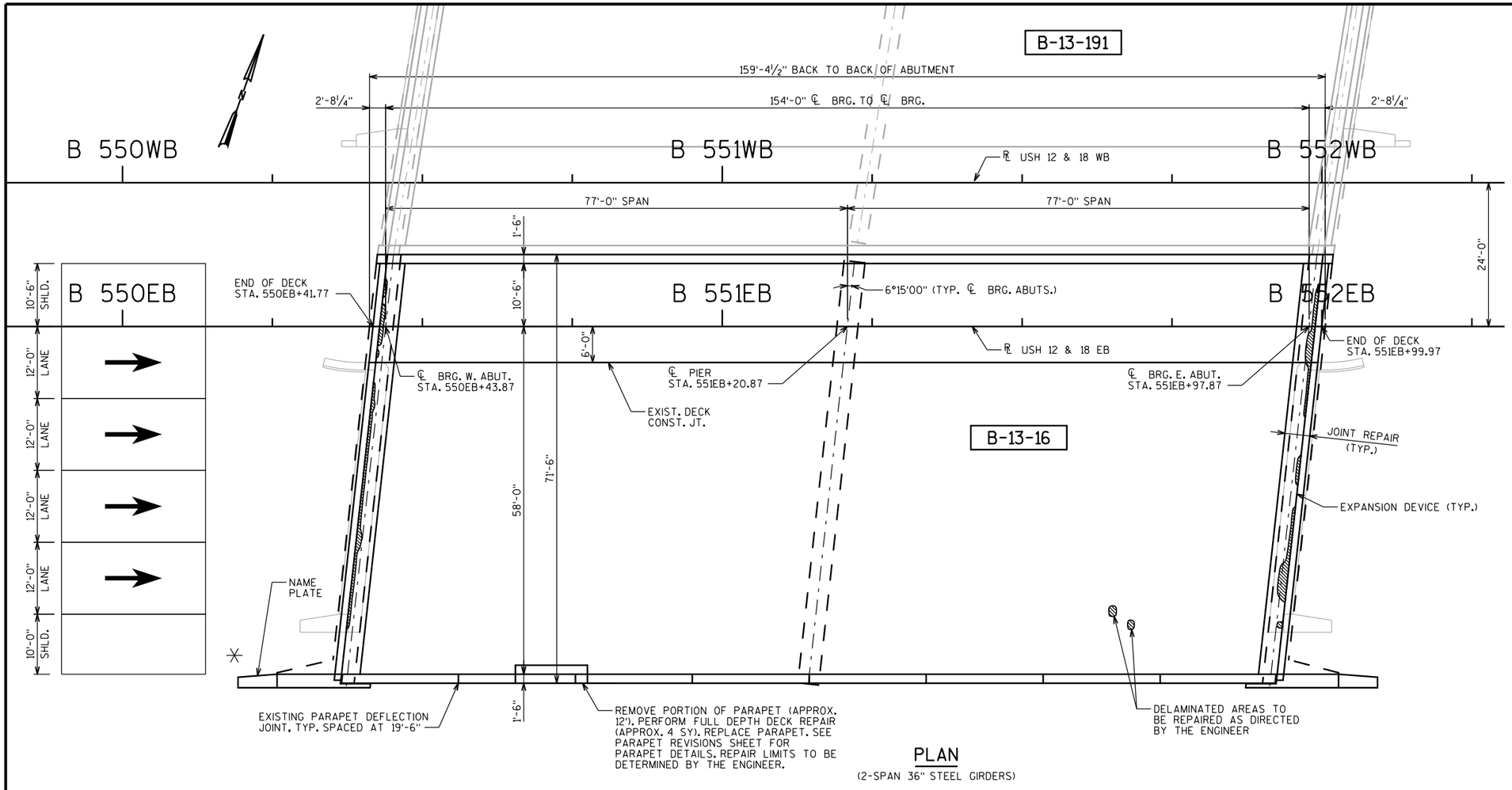
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/14/13 PLATE 478 W8-64.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

STATE PROJECT NUMBER
1206-04-62

B-13-191



PLAN
(2-SPAN 36" STEEL GIRDERS)

LIST OF DRAWINGS

1. GENERAL PLAN
2. GENERAL NOTES AND QUANTITIES
3. CONSTRUCTION STAGING
4. EXPANSION JOINT
5. EXPANSION JOINT DETAILS
6. PARAPET REVISIONS

LEGEND

TRAFFIC DIRECTION

PROVIDE ANCHORAGE FOR STEEL PLATE BEAM GUARD (REMOVAL AND REPLACEMENT OF END OF CONCRETE PARAPET REQUIRED)

DECK INSPECTION RESULTS
(INFRARED INSPECTION DATE: 7/11/13)

FIELD OBSERVATIONS SUMMARY		S.N. B-13-16		LEGEND
ITEM	UNIT	QUANT.	%	DELAMINATION
TOTAL AREA	ft^2	10797		SPALL
SHADE/DEBRIS	ft^2	0		DEBOND
DELAMINATION	ft^2	58	0.5	ASPHALT PATCH
SPALL	ft^2	0	0	CONCRETE PATCH
DEBOND	ft^2	N/A	N/A	SHADE/DEBRIS
ASPHALT PATCH	ft^2	0	0	
CONCRETE PATCH	ft^2	0	0	

TRAFFIC DATA

USH 12/18 EB & WB

A.D.T. = 122,600 (2014)
R.D.S. = 60 MPH

USH 14 WB - USH 151 NB

A.D.T. = 20,800 (2014)
R.D.S. = 35 M.P.H.

DESIGN DATA

RATINGS (TAKEN FROM HSI 9-23-2013)

DESIGN LOADING: H20
INVENTORY RATING: HS23
OPERATING RATING: HS39
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi
BAR STEEL REINFORCEMENT ..... fy = 60,000 psi

WISCONSIN
HEATHER D. ANDERS, P.E.
33441-006
CEDARBURG, WI
PROFESSIONAL ENGINEER
12-11-2013

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 12/11/13
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-13-16

USH 12 & 18 EB OVER USH 14

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
DANE	MADISON

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	KTM	DESIGN CK'D.	HDA	DRAWN BY	KTM	PLANS CK'D.	HDA

GENERAL PLAN

SHEET 1 OF 6

FILE NAME : \\madw00\ingrproj\60002\b1\B-13-16\cds\080101_gp.dgn PLOT DATE : 10/8/2013 PLOT BY : ejelinek PLOT NAME : $FILE$ PLOT SCALE : 20:1

STATE PROJECT NUMBER
1206-04-62

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

INFRARED INSPECTION DATA PROVIDED FOR INFORMATION ONLY. INFRARED INSPECTION DATE: 7-11-2013

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- CRACK SEALING EPOXY
- CONCRETE SURFACE REPAIR
- FULL DEPTH DECK REPAIR
- PREPARATION DECKS TYPE 1 AND 2
- SAWING PAVEMENT DECK PREPARATION AREAS

QUANTITES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UNDER THE BID ITEMS "MASONRY ANCHORS TYPE L", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE, SHALL BE PAID FOR IN THE LUMP SUM PRICE BID AS "EXPANSION DEVICE B-13-16".

CLEAN AND FILL EXISTING LONGITUDINAL AND TRANSVERSE CRACKS WITH PENETRATING EPOXY AS DIRECTED BY THE FIELD ENGINEER.

PROTECTIVE SURFACE TREATMENT, PAID FOR UNDER "PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED ON STRUCTURE B-13-16 TO THE FOLLOWING SURFACES:
- TOP OF EXISTING DECK SLAB
- TOP AND INSIDE FACES OF EXISTING PARAPETS

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED ON STRUCTURE B-13-16 TO THE FOLLOWING COMPLETED SURFACES:
- TOP OF DECK SLAB AT NEW CONCRETE SURFACES RELATED TO JOINT REPAIR AND FULL DEPTH DECK REPAIR AT BRIDGE PARAPET
- TOP AND INSIDE FACES OF NEW CONCRETE AT PARAPET REPAIRS/REPLACEMENTS

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1" JOINT FILLER WITH HOT POURED JOINT SEALANT (1/2" DEEP AND HOLD 1/4" BELOW SURFACE OF CONCRETE).

ANY EXCAVATION REQUIRED TO COMPLETE THE PAVING BLOCK AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE EASTBOUND AND WESTBOUND ALIGNMENTS SHOWN ON THE PLANS ARE PARALLEL TO EACH OTHER.

NEW CONCRETE AT JOINT REPAIR IS PAID FOR AS "CONCRETE MASONRY OVERLAY DECKS".

INSTALL AT PAVING NOTCH A NEW 1" PREFORMED JOINT FILLER WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS".

"REMOVING OLD STRUCTURE STA. 551EB+20" INCLUDES PARTIAL REMOVAL OF SW WINGWALL PARAPET, PARTIAL REMOVAL OF SOUTH PARAPET ON BRIDGE AND PRESERVING AND REUSING REINFORCEMENT IN PORTION OF PARAPET REPAIR/REPLACEMENT ON BRIDGE.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR.

"CONCRETE MASONRY BRIDGES" INCLUDES CONCRETE REQUIRED TO REPAIR/REPLACE PORTION OF SOUTH PARAPET AT WING AND ON BRIDGE AS INDICATED ON PLANS. REMOVAL PORTION OF SOUTH PARAPET IS APPROXIMATE AND SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER. QUANTITY FOR "CONCRETE MASONRY BRIDGES" ON BRIDGE IS APPROXIMATE.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS OTHERWISE NOTED.

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
203.0200.01	REMOVING OLD STRUCTURE STA. 551EB+20	LS	1
502.0100	CONCRETE MASONRY BRIDGES	CY	2
502.0717.S	CRACK SEALING EPOXY	LF	600
502.3100.01	EXPANSION DEVICE B-13-16	LS	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	69
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	1,274
502.5005	MASONRY ANCHORS TYPE L NO. 5 BARS	EACH	154
502.5010	MASONRY ANCHORS TYPE L NO. 6 BARS	EACH	3
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	4,470
509.0301	PREPARATION DECKS TYPE 1	SY	2
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.1000	JOINT REPAIR	SY	61
509.1500	CONCRETE SURFACE REPAIR	SF	20
509.2000	FULL-DEPTH DECK REPAIR	SY	4
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	17
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	1
SPV.0035.01	CONCRETE MASONRY DECK PATCHING	CY	1
SPV.0090.04	SAWING PAVEMENT DECK PREPARATION AREAS	LF	35
SPV.0180.03	CLEAN ABUTMENT SEATS	SY	36
	NON-BID ITEMS		
	NAME PLATE	EACH	1
	PREFORMED JOINT FILLER	SIZE	1"

ALL ITEMS ARE CATEGORY 0030

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-16

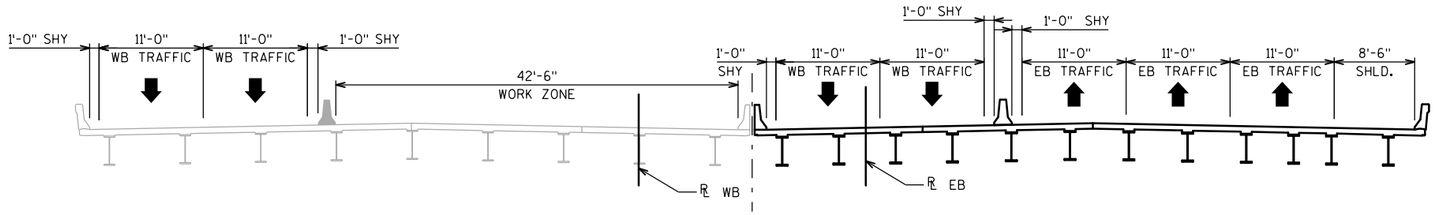
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GENERAL NOTES AND QUANTITIES

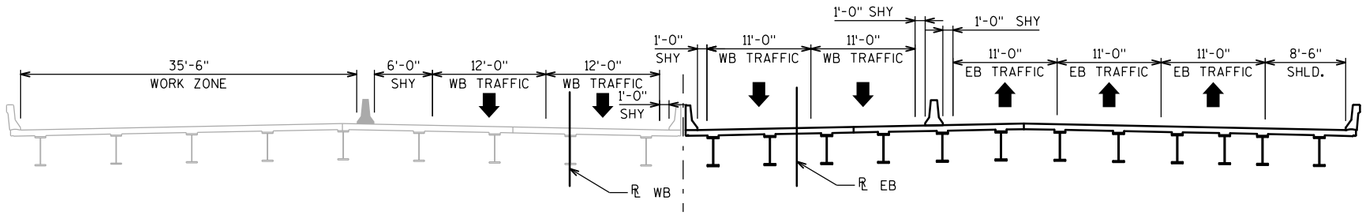
SHEET 2 OF 6

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PLOT BY : ejelinek
PLOT NAME : $FILE$
PLOT SCALE : 20:1

STATE PROJECT NUMBER
1206-04-62

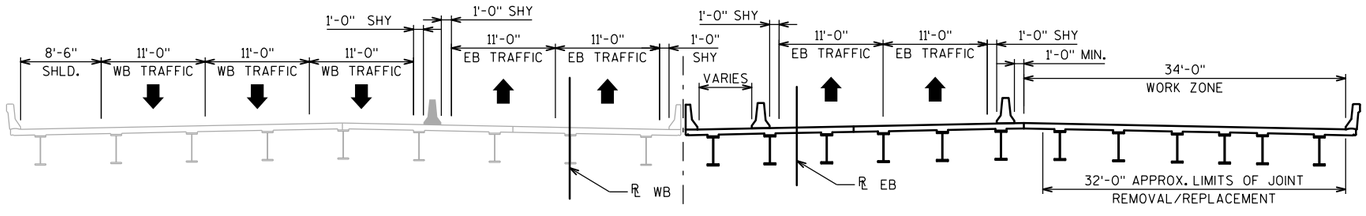


CROSS SECTION THRU ROADWAY
STAGE 1
(LOOKING EAST)



CROSS SECTION THRU ROADWAY
STAGE 2
(LOOKING EAST)

CROSS SECTION THRU ROADWAY
STAGE 3
(LOOKING EAST)



CROSS SECTION THRU ROADWAY
STAGE 4
(LOOKING EAST)

NOTES

SEE ROADWAY PLANS FOR COMPLETE PROJECT STAGING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-16

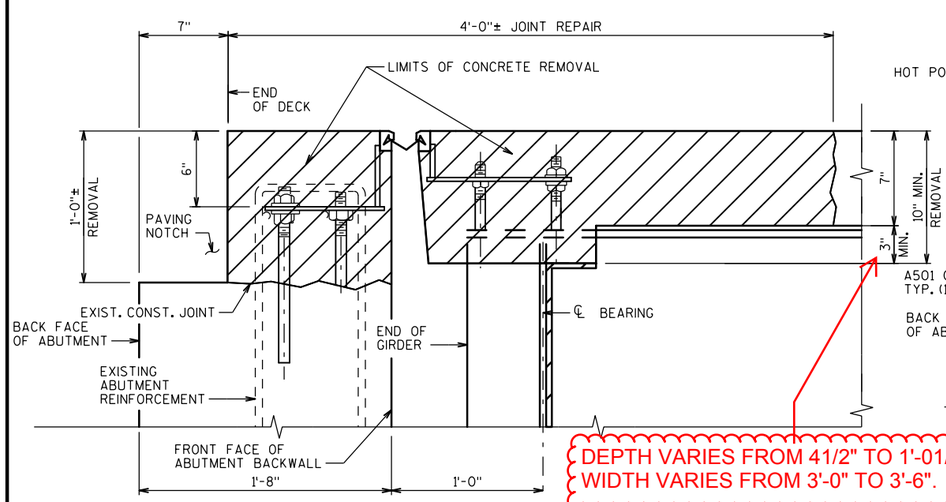
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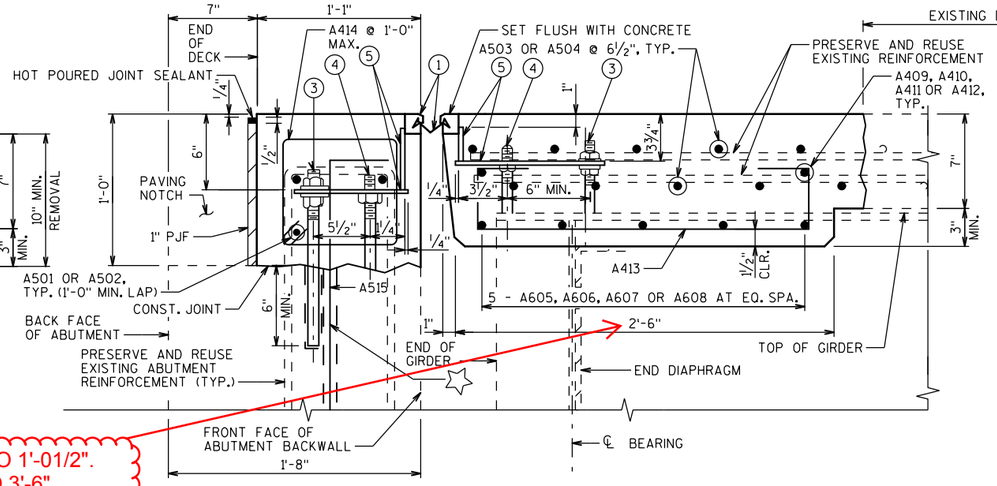
CONSTRUCTION STAGING

SHEET 3 OF 6

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STATE PROJECT NUMBER
1206-04-62

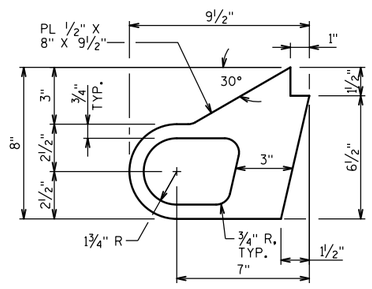




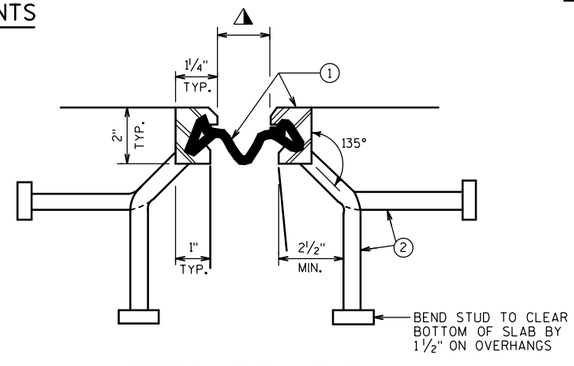
DEPTH VARIES FROM 41/2" TO 1'-01/2".
WIDTH VARIES FROM 3'-0" TO 3'-6".

EXISTING SECTION AT ABUTMENTS

NORMAL TO C/L SUBSTRUCTURE



ALTERNATE STRIP SEAL ANCHOR

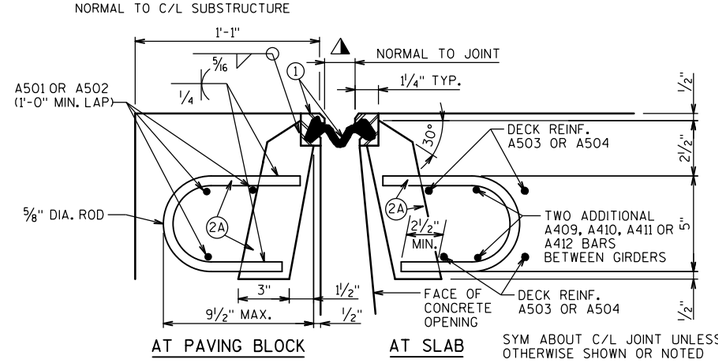


SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS

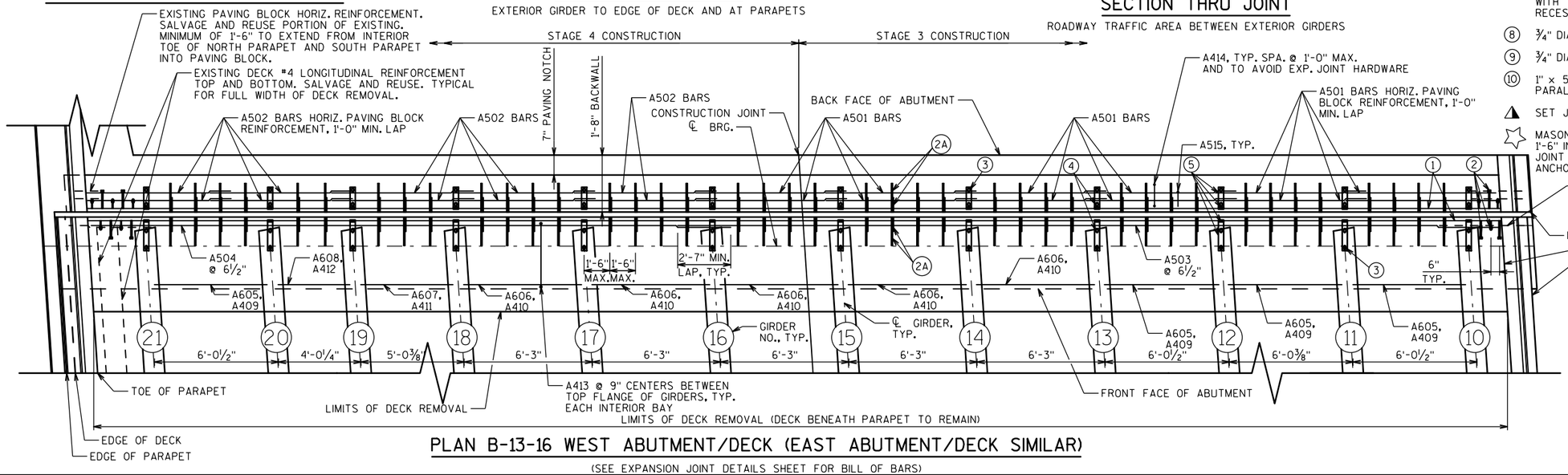
PROPOSED SECTION AT ABUTMENTS

NORMAL TO C/L SUBSTRUCTURE



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS



PLAN B-13-16 WEST ABUTMENT/DECK (EAST ABUTMENT/DECK SIMILAR)

(SEE EXPANSION JOINT DETAILS SHEET FOR BILL OF BARS)

EXPANSION JOINT NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 & NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C & D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-13-16".

LEGEND

1. NEOPRENE STRIP SEAL (4 - INCH) & STEEL EXTRUSIONS.
2. STUDS ⅝" DIA. x 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝" DIA. ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PL. TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
3. ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. FOR STEEL GIRDERS WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾" DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" x ½" BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" DIA. HOLE FOR NO. 3 AND 1" DIA. HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" x 10½" x 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.
7. ¾" DIA. x 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTER SUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾" DIA. x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾" DIA. x 2 ¼" GALVANIZED THREADED COUPLING.
10. 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. SLOT PARALLEL TO DIRECTION OF MOVEMENT.

◭ SET JOINT OPENING AT 1¾"

☆ MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED A MINIMUM OF 1'-6" INTO CONCRETE SPACE AT 1'-0" MAX. AND AVOID EXPANSION JOINT HARDWARE. TURN 10" LEG AS NECESSARY TO FIT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-16

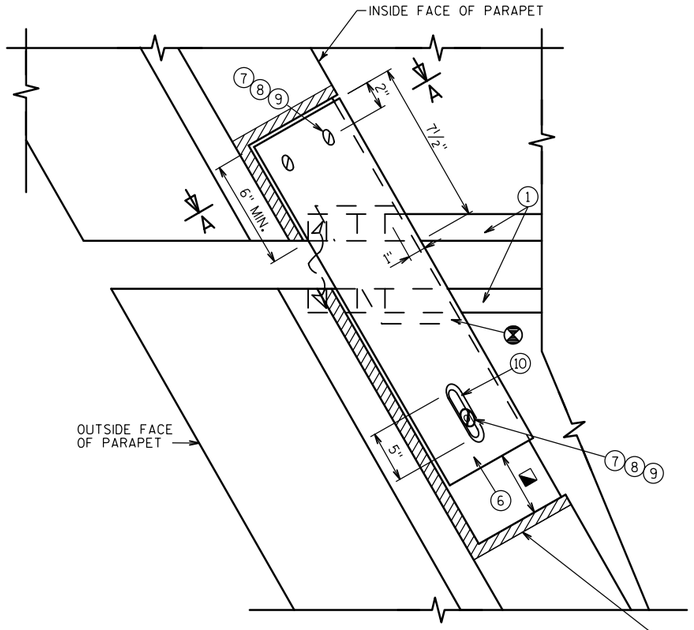
DRAWN BY EAJ | PLANS CK'D. HDA

EXPANSION JOINT

SHEET 4 OF 6

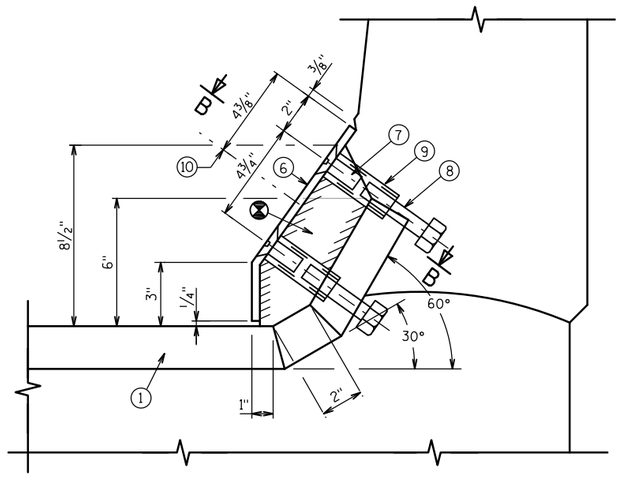
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PLOT BY : ejelinek
PLOT NAME : $FILE$
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STATE PROJECT NUMBER
1206-04-62



PLAN AT SLOPED FACE PARAPET

REMOVE AS NEEDED TO INSTALL NEW ITEMS AT PARAPET

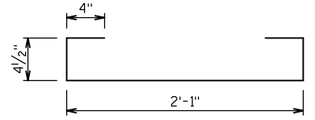


SECTION A-A

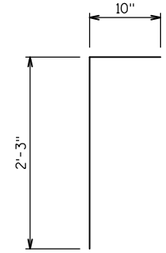
BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
A501	X	36	7'-4"			PAVING BLOCK - HORIZ. STAGE 3
A502	X	30	6'-11"			PAVING BLOCK - HORIZ. STAGE 4
A503	X	20	39'-11"			DECK - TRANSVERSE STAGE 3
A504	X	20	31'-1"			DECK - TRANSVERSE STAGE 4
A605	X	40	5'-6"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A606	X	50	5'-9"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A607	X	10	4'-6"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A608	X	10	3'-6"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A409	X	32	5'-6"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A410	X	40	5'-9"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A411	X	8	4'-6"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A412	X	8	3'-6"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A413	X	136	3'-2"	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
A414	X	140	3'-4"	X		PAVING BLOCK - STIRRUP
A515	X	140	3'-0"	X		PAVING BLOCK - ANCHOR

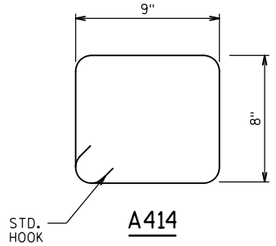
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.



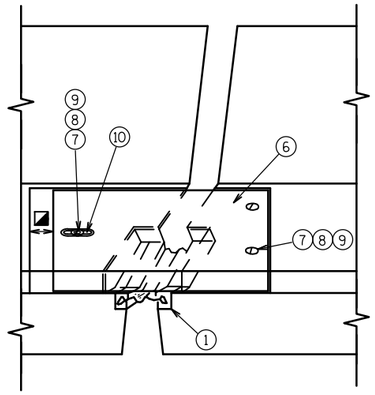
A413



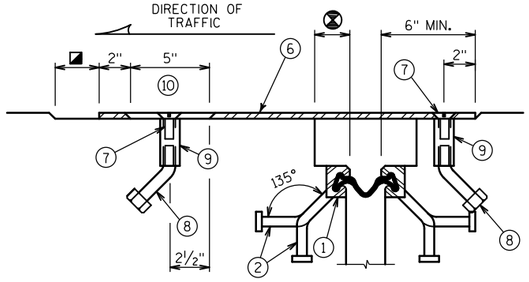
A515



A414



VIEW OF SLOPED FACE PARAPET
PLATES FROM ROADWAY



SECTION B-B

NOTE

SEE EXPANSION JOINT SHEET FOR ADDITIONAL INFORMATION.

LEGEND

⊗ BLOCK OUT CONCRETE 2" EACH SIDE FOR JOINT OPENING

◪ JOINT OPENING DIM. ALONG SKEW PLUS ½"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-16

DRAWN BY EAJ | PLANS CK'D. HDA

EXPANSION JOINT DETAILS

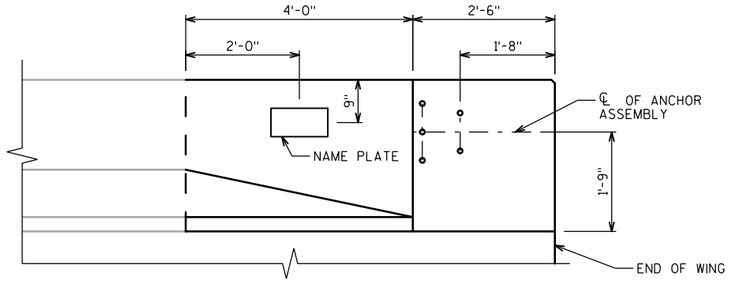
SHEET 5 OF 6

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STATE PROJECT NUMBER
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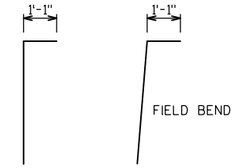
INSIDE ELEVATION

(LOOKING SOUTH)

BILL OF BARS

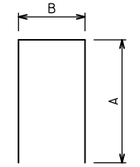
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS
OF A BAR MARK SIGNIFIES THE BAR SIZE

	BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
◥	R604	X	3	2'-7"		HORIZONTAL DOWEL
	R505	X	12	5'-4"	X	VERTICAL STIRRUP
	R506	X	8	3'-3"	X	VERTICAL BACK FACE
	R507	X	8	3'-3"	X	VERTICAL FRONT FACE
	R508	X	8	1'-10"		VERTICAL FRONT FACE
▲	R509	X	7	5'-5"	X	VERTICAL DOWEL
	R510	X	5	5'-6"		HORIZONTAL BRIDGE - AT REMOVED DEFLECTION JT.

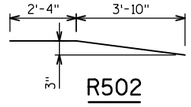


R506 R507

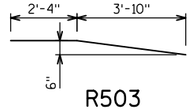
BAR MARK	A	B
R505	2'-4"	11"
R509	2'-7"	6"



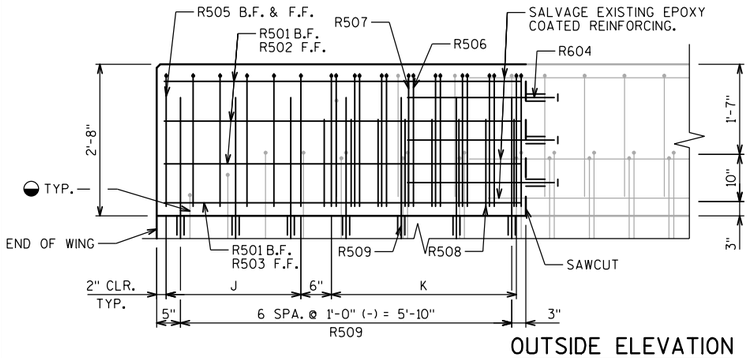
R505 & R509



R502



R503



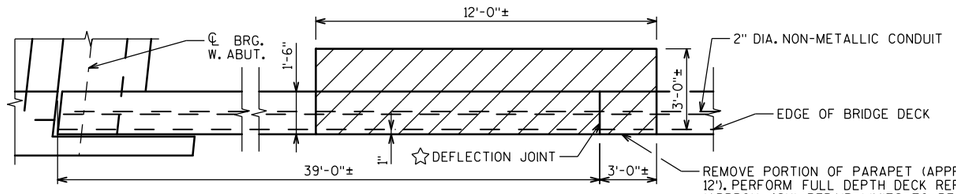
OUTSIDE ELEVATION

(LOOKING NORTH)

◒ SALVAGE EXISTING VERTICAL REINFORCEMENT BARS AND INCORPORATE INTO NEW WORK. BEND EXISITNG BARS AS NECESSARY TO FIT NEW PARAPET SHAPE.

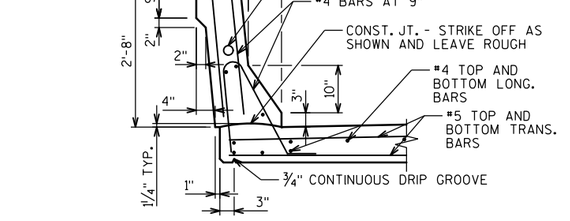
▲ MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED 6" IN CONCRETE. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

◥ MASONRY ANCHORS, TYPE L NO. 6 BARS. EMBED 6" IN CONCRETE. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.



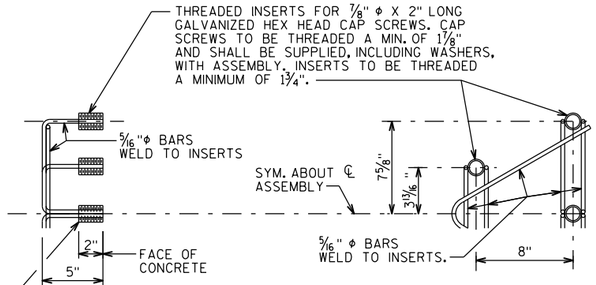
PARAPET DETAIL

☆ DO NOT PROVIDE NEW DEFLECTION JOINT IN REPLACEMENT SECTION. PRESERVE AND REUSE EXISTING REINFORCEMENT IN PARAPET AND DECK. TAKE CARE TO NOT DISTURB AND PRESERVE 2" DIA. NON-METALLIC CONDUIT RUNNING THROUGH PARAPET. ADDITIONAL R510 BARS WITH MINIMUM LAP SPLICE OF 2'-7" TO BE ADDED AT LOCATION OF REMOVED DEFLECTION JOINT.



SECTION THRU PARAPET ON BRIDGE

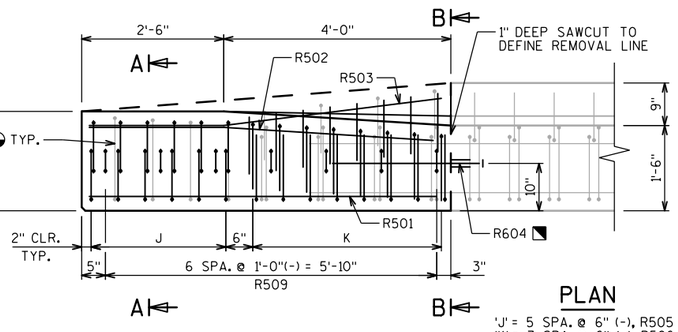
REINFORCEMENT SHOWN ARE EXISTING BARS TO BE PRESERVED AND REUSED.



DETAIL OF ANCHOR ASSEMBLY

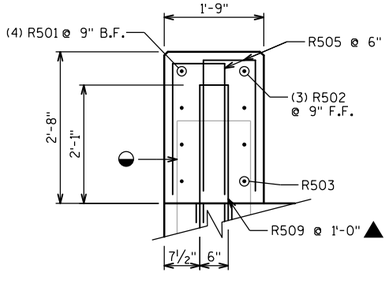
NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY BID ITEM SHALL BE "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

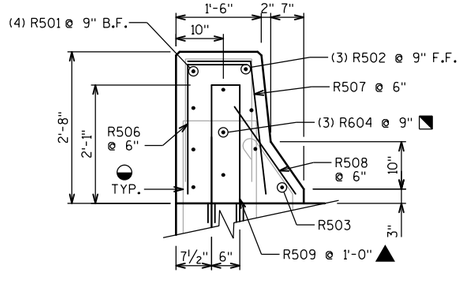


PLAN

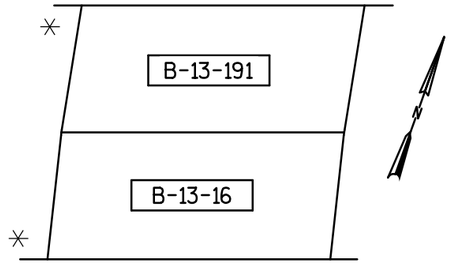
'J' = 5 SPA. @ 6" (-), R505 B.F. & F.F.
'K' = 7 SPA. @ 6" (-), R506, R507, R508



SECTION A-A



SECTION B-B



LOCATION PLAN

✳ WING LOCATION FOR PARAPET REMOVAL AND REPLACEMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-16

DRAWN BY KTM | PLANS CK'D. HDA

PARAPET REVISIONS

SHEET 6 OF 6

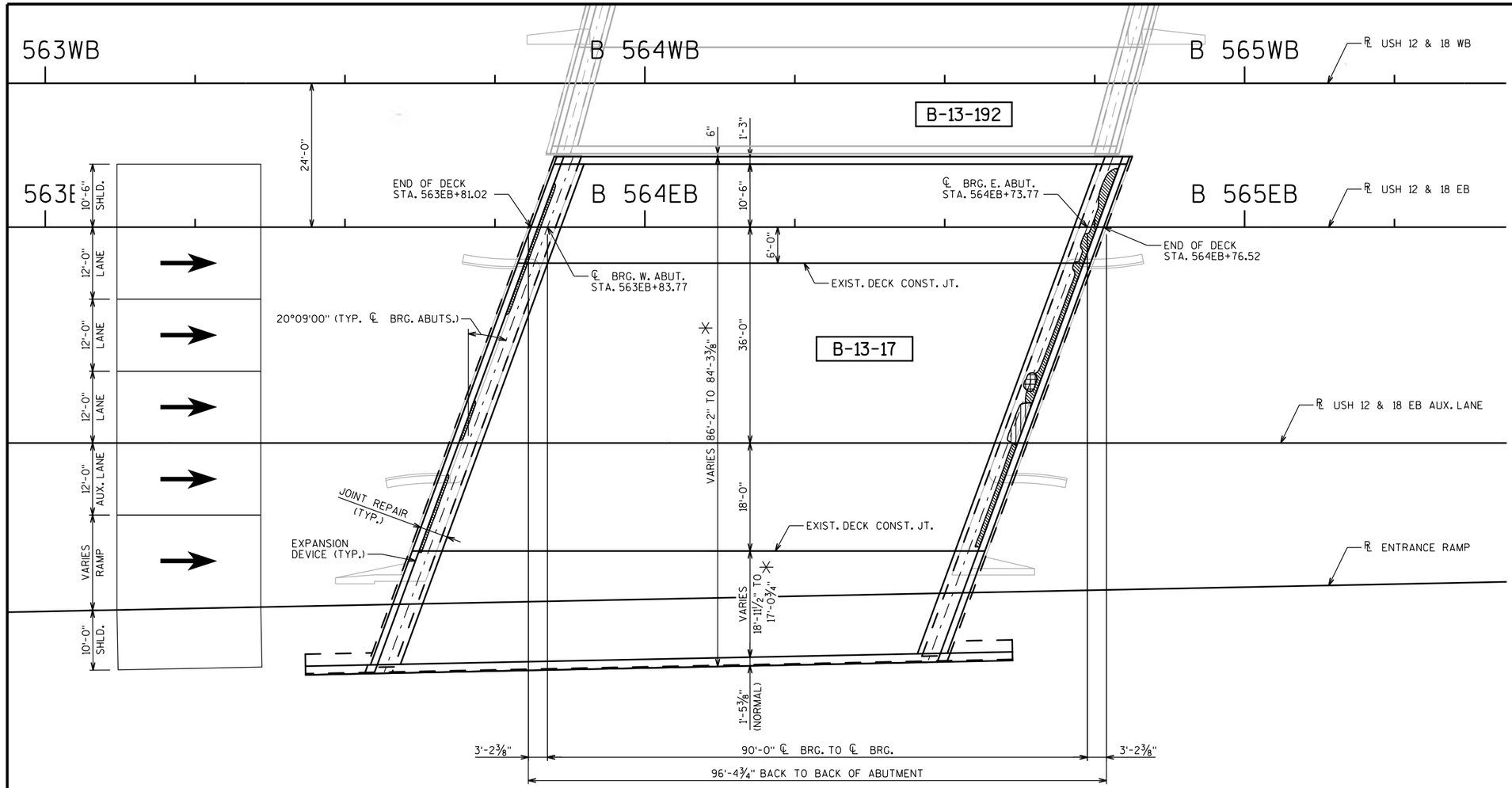
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FILE NAME : \\madw00\ingrproj\60002\b1\B-13-16\cds\080106_rp.dgn
PLOT DATE : 12/11/2013
PLOT BY : HAnders
PLOT NAME : $FILE$
PLOT SCALE : 2.66667:1

STATE PROJECT NUMBER
1206-04-62



PLAN

(SINGLE SPAN STEEL PLATE GIRDERS)

LIST OF DRAWINGS

1. GENERAL PLAN
2. GENERAL NOTES AND QUANTITIES
3. CONSTRUCTION STAGING
4. EXPANSION JOINT
5. EXPANSION JOINT DETAILS

LEGEND

- TRAFFIC DIRECTION
- ✳ DIMENSIONS TAKEN AT FRONT FACE OF ABUTMENT BACKWALL

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 7/11/13)

FIELD OBSERVATIONS SUMMARY		S.N. B-13-17	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	7879	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	72	0.9
SPALL	ft^2	0	0
DEBOND	ft^2	N/A	N/A
ASPHALT PATCH	ft^2	5	<0.1
CONCRETE PATCH	ft^2	13	0.2

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, CONCRETE PATCH, SHADE/DEBRIS

TRAFFIC DATA

USH 12/18 EB & WB

A.D.T. = 125,000 (2014)
R.D.S. = 60 MPH

DESIGN DATA

RATINGS (TAKEN FROM HSI 9-23-2013)

DESIGN LOADING: H20
INVENTORY RATING: HS32
OPERATING RATING: HS54
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
OVERLAY DECKS ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi
BAR STEEL REINFORCEMENT ..... fy = 60,000 psi

WISCONSIN
HEATHER D. ANDERS, P.E.
33441-006
CEDARBURG, WI
PROFESSIONAL ENGINEER

Heather D. Anders
10-9-2013

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 01/13/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-13-17

USH 12 & 18 EB OVER WSOR (FORMERLY CNW RR)

COUNTY	TOWN/~~CITY/VILLAGE~~
DANE	MADISON

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
KTM	HDA	KTM	HDA

GENERAL PLAN

SHEET 1 OF 5

485

8

8

STATE PROJECT NUMBER
1206-04-62

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

INFRARED INSPECTION DATA PROVIDED FOR INFORMATION ONLY. INFRARED INSPECTION DATE: 7-11-2013

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- CRACK SEALING EPOXY
- CONCRETE SURFACE REPAIR

QUANTITES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE L NO. 5 BARS", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE, SHALL BE PAID FOR IN THE LUMP SUM PRICE BID AS "EXPANSION DEVICE B-13-17".

CLEAN AND FILL EXISTING LONGITUDINAL AND TRANSVERSE CRACKS WITH PENETRATING EPOXY AS DIRECTED BY THE FIELD ENGINEER.

PROTECTIVE SURFACE TREATMENT, PAID FOR UNDER "PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED ON STRUCTURE B-13-17 TO THE FOLLOWING SURFACES:
- TOP OF EXISTING DECK SLAB
- TOP AND INSIDE FACES OF PARAPETS

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED ON STRUCTURE B-13-17 TO THE FOLLOWING SURFACES:
- TOP OF DECK SLAB AT NEW CONCRETE SURFACES RELATED TO THE JOINT REPAIR

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1" JOINT FILLER WITH HOT POURED JOINT SEALANT (1/2" DEEP AND HOLD 1/4" BELOW SURFACE OF CONCRETE).

ANY EXCAVATION REQUIRED TO COMPLETE THE PAVING BLOCK AT THE WEST ABUTMENT IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE EASTBOUND AND WESTBOUND ALIGNMENTS SHOWN ON THE PLANS ARE PARALLEL TO EACH OTHER.

NEW CONCRETE AT JOINT REPAIR IS PAID FOR AS "CONCRETE MASONRY OVERLAY DECKS".

INSTALL AT PAVING NOTCH A NEW 1" PREFORMED JOINT FILLER WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS".

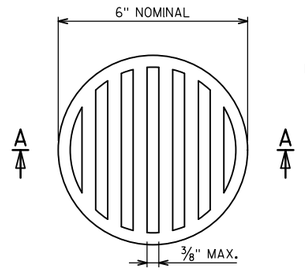
ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS OTHERWISE NOTED.

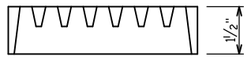
TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
203.0200.02	REMOVING OLD STRUCTURE STA. 564EB+25	LS	1
206.1000.01	EXCAVATION FOR STRUCTURES BRIDGES B-13-17	LS	1
206.6000.S	TEMPORARY SHORING	SF	520
210.0100	BACKFILL STRUCTURE	CY	430
502.0717.S	CRACK SEALING EPOXY	LF	360
502.3100.02	EXPANSION DEVICE B-13-17	LS	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	78
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	881
502.5005	MASONRY ANCHORS TYPE L NO. 5 BARS	EACH	178
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	5,560
509.1000	JOINT REPAIR	SY	78
509.1500	CONCRETE SURFACE REPAIR	SF	20
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	22
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	105
SPV.0035.02	BACKFILL CONTROLLED LOW STRENGTH SPECIAL	CY	5
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1"

ALL ITEMS ARE CATEGORY 0040



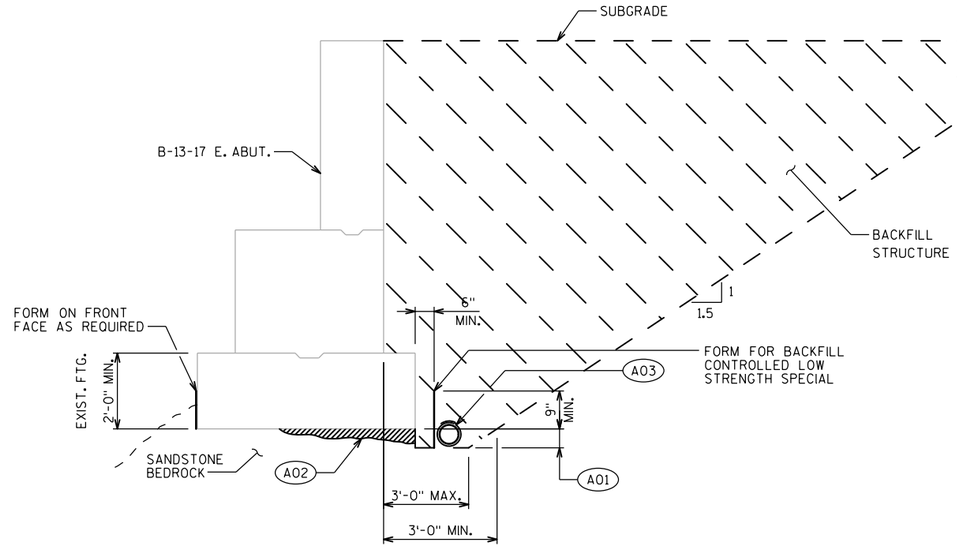
NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



SECTION A-A

RODENT SHIELD

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS. COST OF RODENT SHIELD AND ALL FITTINGS TO BE INCLUDED IN BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".



EAST ABUTMENT PIPE UNDERDRAIN SECTION

(LOOKING NORTH)

PIPE UNDERDRAIN NOTES

REMOVE ANY EXISTING PIPE UNDERDRAIN BEHIND THE ABUTMENT AND WINGWALL. INCLUDED IN BID ITEM "REMOVING OLD STRUCTURE STA. 564EB+25."

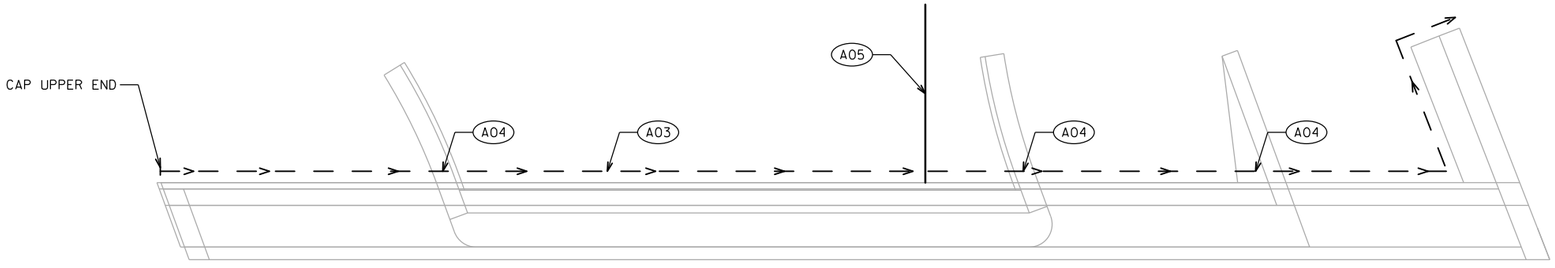
(A01) EXCAVATE 6" MIN. BELOW BOTTOM OF FOOTING OR TO TOP OF SANDSTONE BEDROCK AS DIRECTED BY THE ENGINEER. ENGINEER TO INSPECT BASE OF FOOTING AND ROCK BELOW FOOTING FOR EROSION.

(A02) FILL GAPS BETWEEN ABUTMENT FOOTING AND SANDSTONE BEDROCK WITH BACKFILL CONTROLLED LOW STRENGTH SPECIAL AS DIRECTED BY THE ENGINEER AND AS PER THE SPECIAL PROVISION.

(A03) PIPE UNDERDRAIN WRAPPED 6-INCH, SLOPE 0.5% MIN. TO THE SOUTH TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD TO END OF PIPE.

(A04) PORTIONS OF ABANDONED WINGWALLS MAY REMAIN BELOW GRADE. REMOVE AS NEEDED OR CORE THROUGH TO INSTALL NEW PIPE UNDERDRAIN IN PROPER LOCATION. PAID FOR UNDER BID ITEM "REMOVING OLD STRUCTURE STA. 564EB+25."

(A05) TEMPORARY SHORING AS NEEDED PER STAGE TO ALLOW FOR STAGED CONSTRUCTION OF WORK



EAST ABUTMENT PIPE UNDERDRAIN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

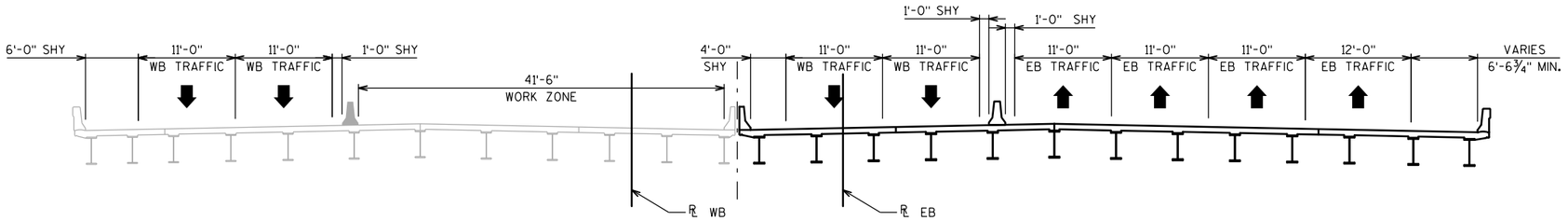
STRUCTURE B-13-17

DRAWN BY EAJ | PLANS CK'D. HDA

GENERAL NOTES AND QUANTITIES

SHEET 2 OF 5

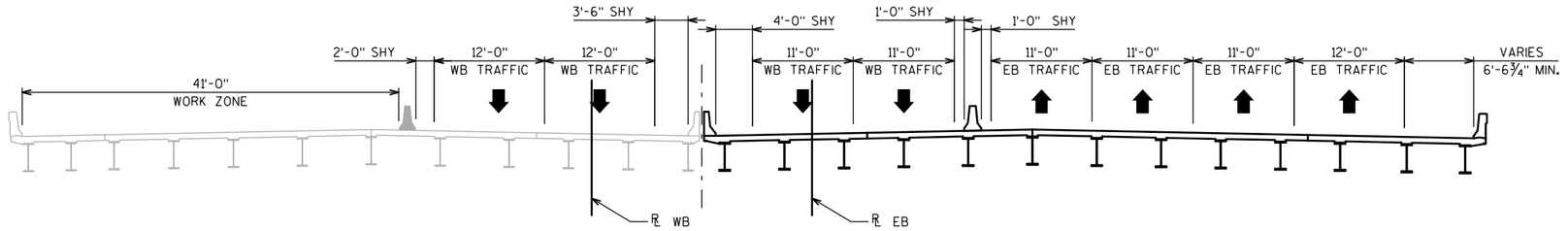
STATE PROJECT NUMBER
1206-04-62



B-13-192 B-13-17

CROSS SECTION THRU ROADWAY STAGE 1

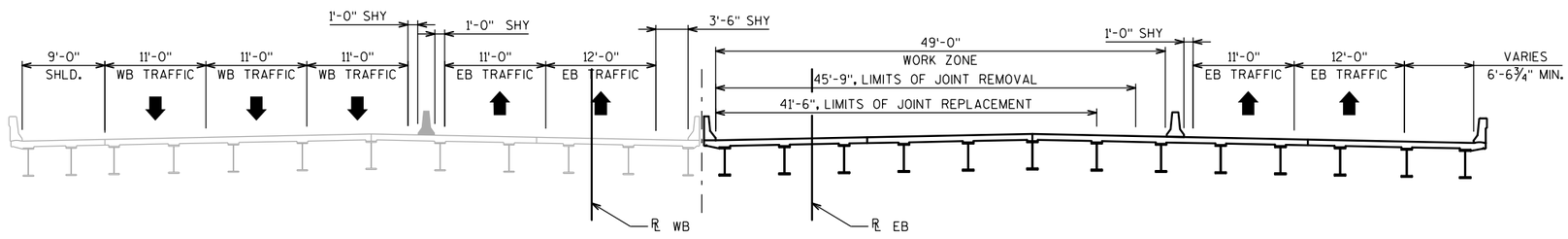
(LOOKING EAST)



B-13-192 B-13-17

CROSS SECTION THRU ROADWAY STAGE 2

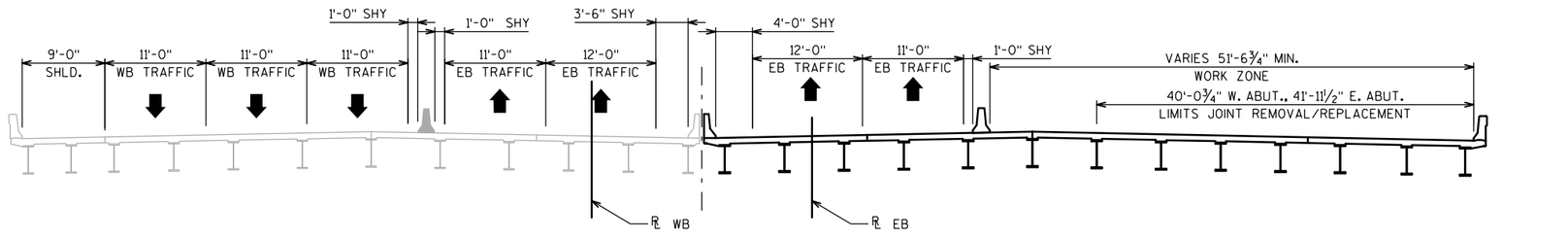
(LOOKING EAST)



B-13-192 B-13-17

CROSS SECTION THRU ROADWAY STAGE 3

(LOOKING EAST)



B-13-192 B-13-17

CROSS SECTION THRU ROADWAY STAGE 4

(LOOKING EAST)

NOTES

SEE ROADWAY PLANS FOR COMPLETE PROJECT STAGING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-17

DRAWN BY KTM | PLANS CK'D. HDA

CONSTRUCTION STAGING

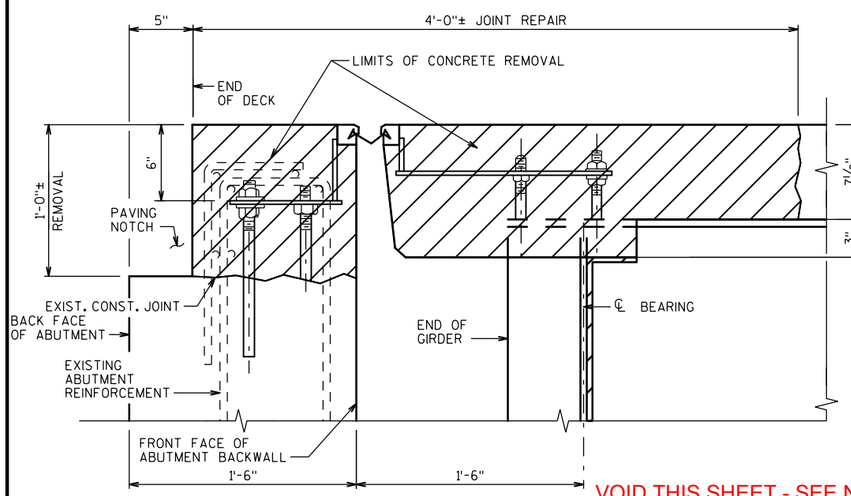
SHEET 3 OF 5

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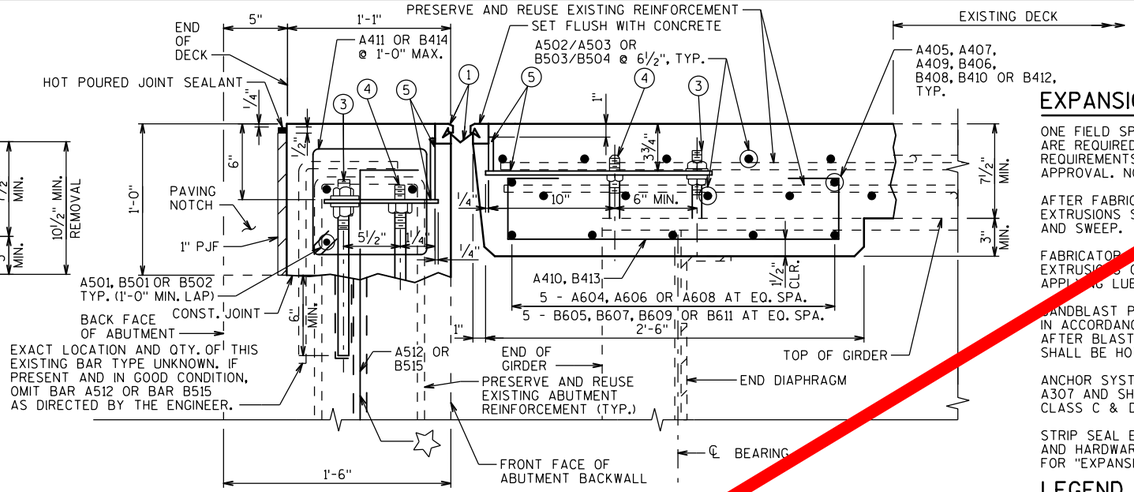
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STATE PROJECT NUMBER
1206-04-62



EXISTING SECTION AT ABUTMENTS

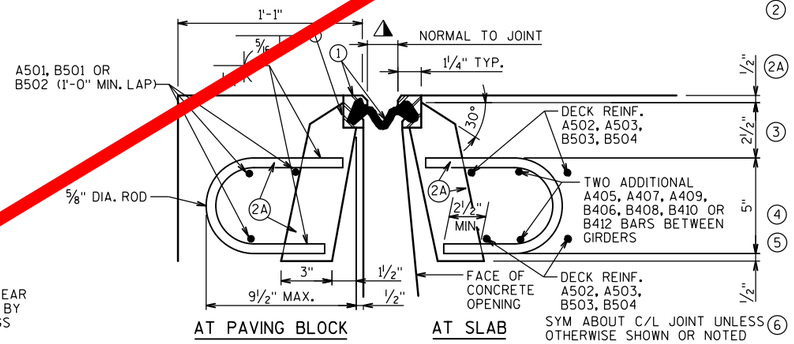
NORMAL TO C/L SUBSTRUCTURE



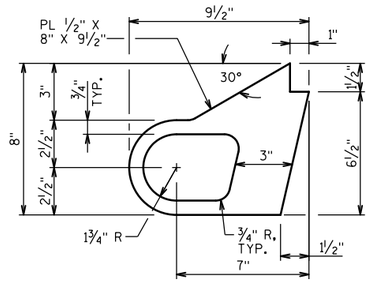
VOID THIS SHEET - SEE NEXT SHEET (488A) FOR DETAILS

PROPOSED SECTION AT ABUTMENTS

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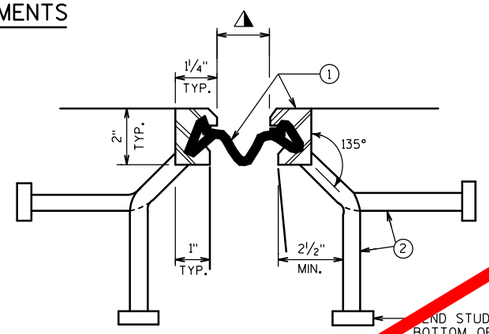


ALTERNATE STRIP SEAL ANCHOR



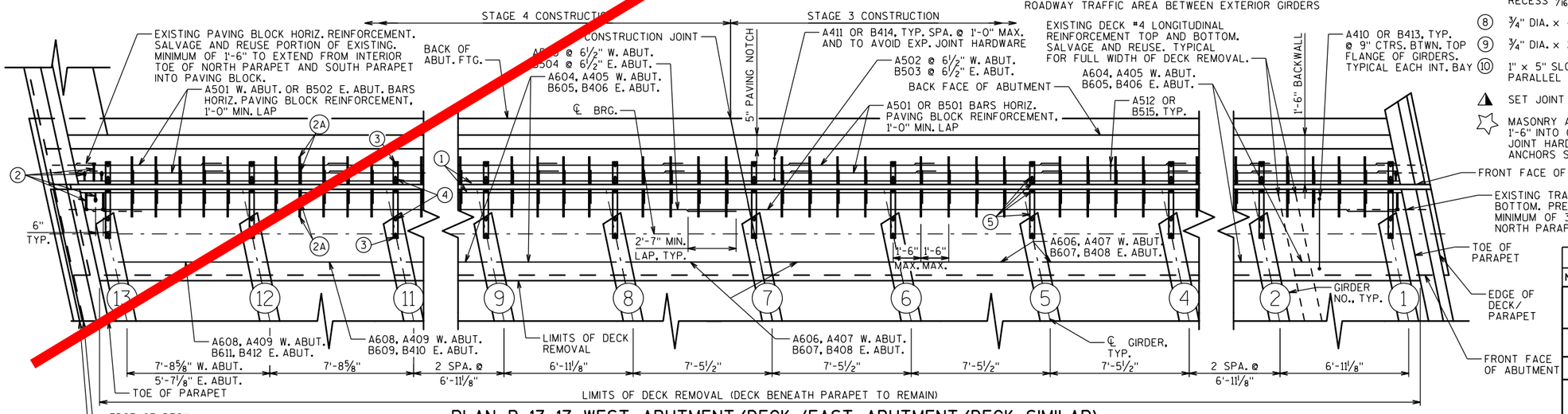
SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS



PLAN B-13-17 WEST ABUTMENT/DECK (EAST ABUTMENT/DECK SIMILAR)

(SEE EXPANSION JOINT DETAILS SHEET FOR BILL OF BARS)

EXPANSION JOINT NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 & NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C & D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-13-17".

LEGEND

1. NEOPRENE STRIP SEAL (4 - INCH) & STEEL EXTRUSIONS.
2. STUDS ⅝" DIA. x 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝" DIA. ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PL. TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
3. ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. FOR STEEL GIRDERS WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾" DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" x ½" BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" DIA. HOLE FOR NO. 3 AND 1" DIA. HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" x 10½" x 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.
7. ¾" DIA. x 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTER SUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾" DIA. x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾" DIA. x 2 1/4" GALVANIZED THREADED COUPLING.
10. 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. SLOT PARALLEL TO DIRECTION OF MOVEMENT.

SYM ABOUT C/L JOINT UNLESS OTHERWISE SHOWN OR NOTED

SET JOINT OPENING AT 1¾"

MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED A MINIMUM OF 1'-6" INTO CONCRETE SPACE AT 1'-0" MAX. AND AVOID EXPANSION JOINT HARDWARE. TURN 10" LEG AS NECESSARY TO FIT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-17

DRAWN BY EAJ | PLANS CK'D. HDA

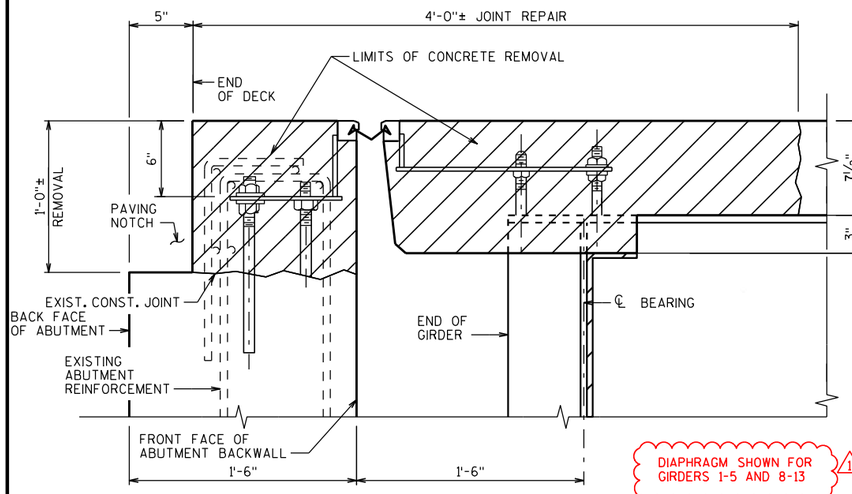
EXPANSION JOINT

SHEET 4 OF 5

488

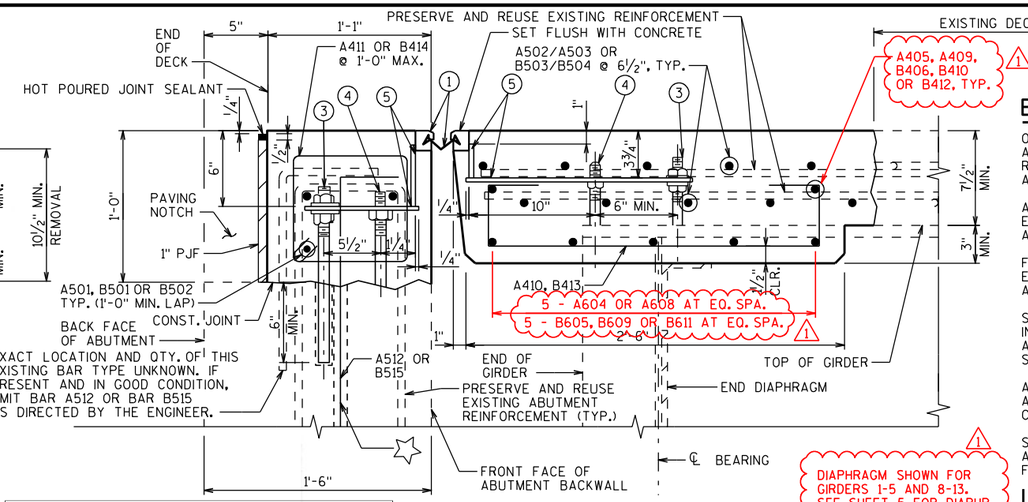
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STATE PROJECT NUMBER
1206-04-62



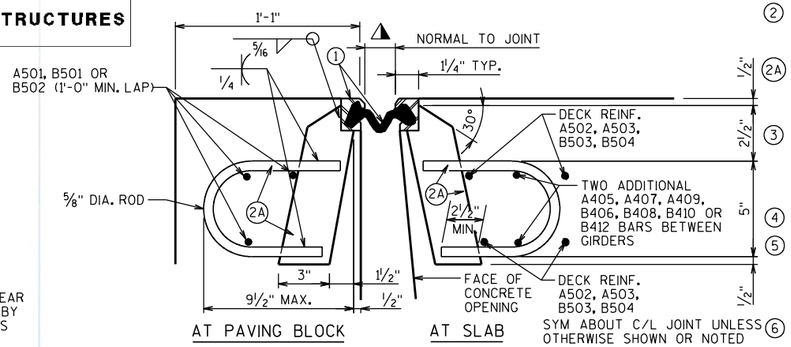
EXISTING SECTION AT ABUTMENTS

NORMAL TO C/L SUBSTRUCTURE

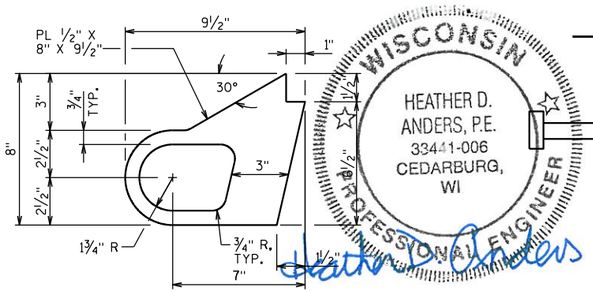


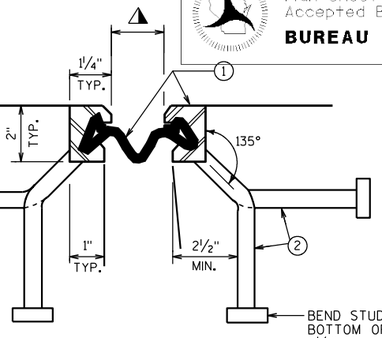
PROPOSED SECTION AT ABUTMENTS

NORMAL TO C/L SUBSTRUCTURE



ALTERNATE STRIP SEAL ANCHOR



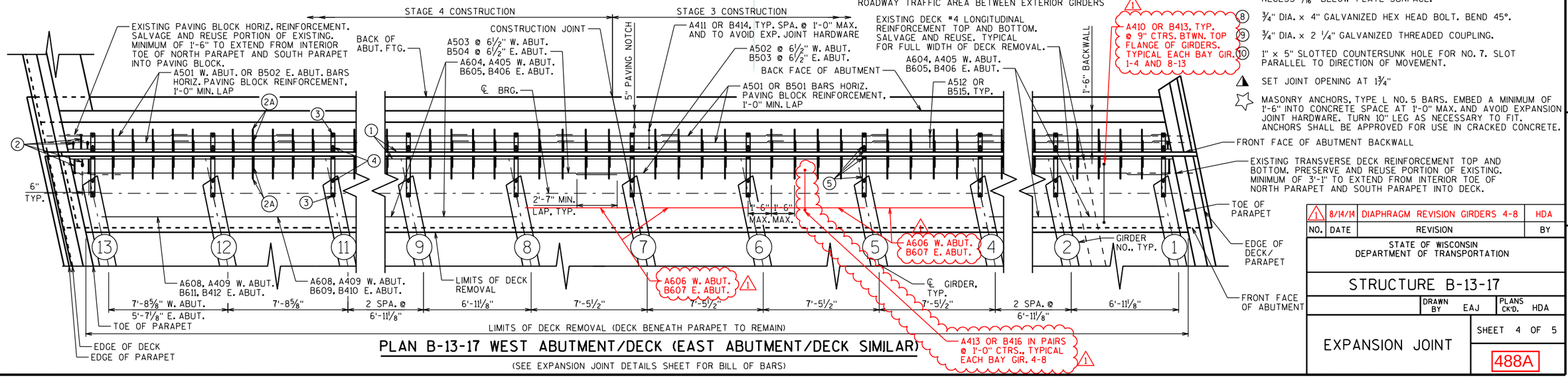


SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS

SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS



PLAN B-13-17 WEST ABUTMENT/DECK (EAST ABUTMENT/DECK SIMILAR)

(SEE EXPANSION JOINT DETAILS SHEET FOR BILL OF BARS)

EXPANSION JOINT NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 & NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C & D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-13-17".

LEGEND

1. NEOPRENE STRIP SEAL (4 - INCH) & STEEL EXTRUSIONS.
2. STUDS ⅝" DIA. x 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝" DIA. ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PL. TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
3. ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. FOR STEEL GIRDERS WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾" DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" x ½" BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" DIA. HOLE FOR NO. 3 AND 1" DIA. HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" x 10½" x 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.
7. ¾" DIA. x 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTER SUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾" DIA. x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾" DIA. x 2 ¼" GALVANIZED THREADED COUPLING.
10. 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. SLOT PARALLEL TO DIRECTION OF MOVEMENT.

◭ SET JOINT OPENING AT 1¾"

☆ MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED A MINIMUM OF 1'-6" INTO CONCRETE SPACE AT 1'-0" MAX. AND AVOID EXPANSION JOINT HARDWARE. TURN 10" LEG AS NECESSARY TO FIT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

NO.	DATE	REVISION	BY
1	8/14/14	DIAPHRAGM REVISION GIRDERS 4-8	HDA

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-17

DRAWN BY EAJ | PLANS CK'D. HDA

EXPANSION JOINT

SHEET 4 OF 5

488A

Plan Sheet Accepted By WISDOT
BUREAU OF STRUCTURES

WISCONSIN
HEATHER D. ANDERS, P.E.
33441-006
CEDARBURG, WI
PROFESSIONAL ENGINEER

Heather D. Anders
8-14-2014

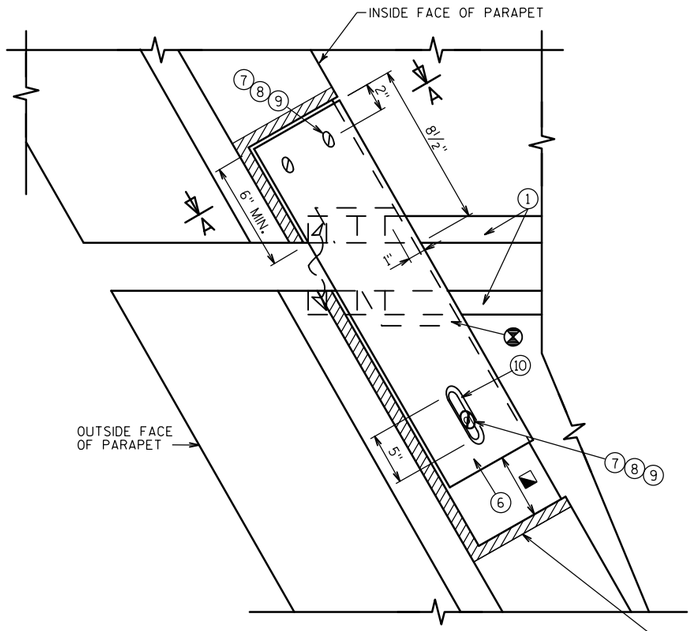
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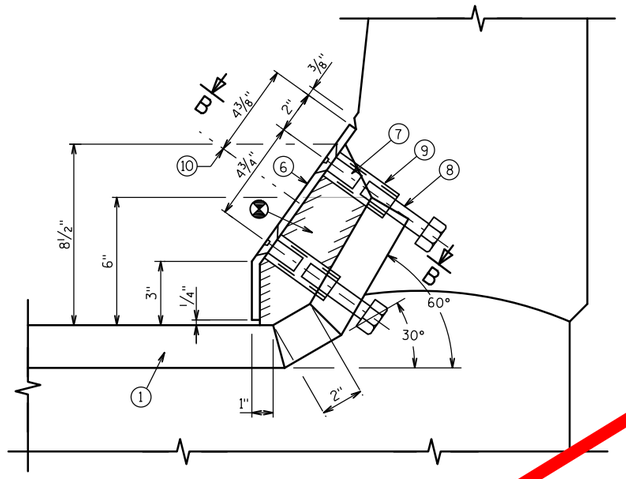
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STATE PROJECT NUMBER
1206-04-62

VOID THIS SHEET - SEE NEXT SHEET (489A) FOR DETAILS



PLAN AT SLOPED FACE PARAPET



SECTION A-A

WEST ABUTMENT BILL OF BARS

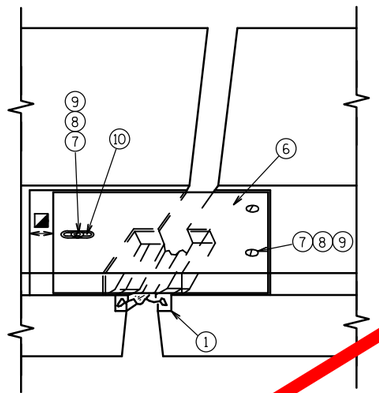
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
A501	X	39	7'-9"			PAVING BLOCK - HORIZ. STAGES 3 AND 4
A502	X	10	47'-3"			DECK - TRANSVERSE STAGE 3
A503	X	10	43'-9"			DECK - TRANSVERSE STAGE 4
A604	X	30	6'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
A405	X	24	6'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
A606	X	20	6'-11"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
A407	X	16	6'-11"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
A608	X	10	7'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 4
A409	X	8	7'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 4
A410	X	114	3'-3"	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
A411	X	90	3'-4"	X		PAVING BLOCK - STIRRUP
☆ A512	X	[illegible]	3'-0"	X		PAVING BLOCK - ANCHOR

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE [illegible]ST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

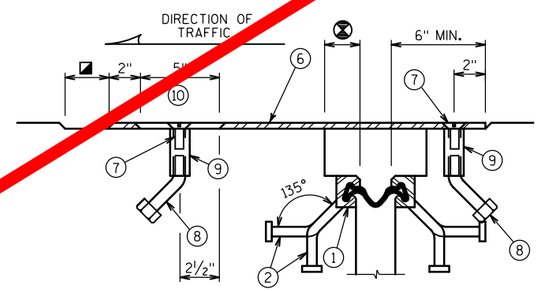
EAST ABUTMENT BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
B501	X	36	7'-9"			PAVING BLOCK - HORIZ. STAGES 3 AND 4
B502	X	3	5'-11"			PAVING BLOCK - HORIZ. STAGE 4
B503	X	10	47'-3"			DECK - TRANSVERSE STAGE 3
B504	X	10	41'-9"			DECK - TRANSVERSE STAGE 4
B605	X	30	6'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
B406	X	24	6'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
B607	X	20	6'-11"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
B408	X	16	6'-11"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
B609	X	5	7'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 4
B410	X	4	7'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 4
B611	X	5	5'-1"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 4
B412	X	4	5'-1"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 4
B413	X	111	3'-3"	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
B414	X	88	3'-4"	X		PAVING BLOCK - STIRRUP
☆ B515	X	88	3'-0"	X		PAVING BLOCK - ANCHOR

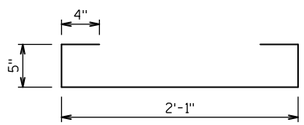
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.



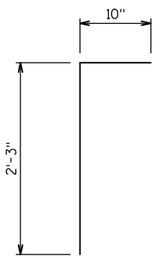
VIEW OF SLOPED FACE PARAPET PLATES FROM ROADWAY



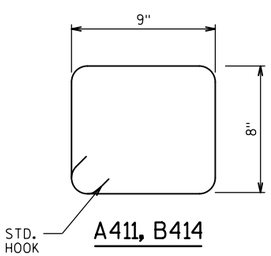
SECTION B-B



A410, B413



A512, B515



A411, B414

NOTE

SEE EXPANSION JOINT SHEET FOR ADDITIONAL INFORMATION.

LEGEND

⊗ BLOCK OUT CONCRETE 2" EACH SIDE FOR JOINT OPENING

◪ JOINT OPENING DIM. ALONG SKEW PLUS ½"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-17

DRAWN BY EAJ | PLANS CK'D. HDA

EXPANSION JOINT DETAILS

SHEET 5 OF 5

8

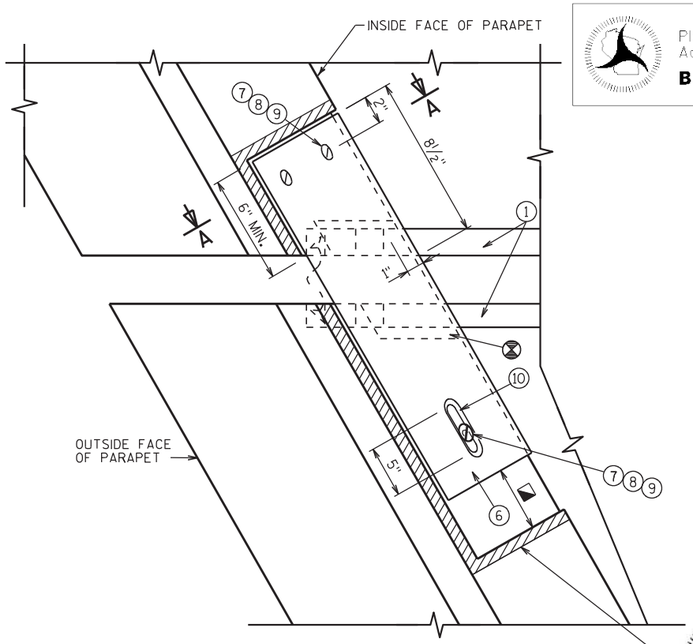
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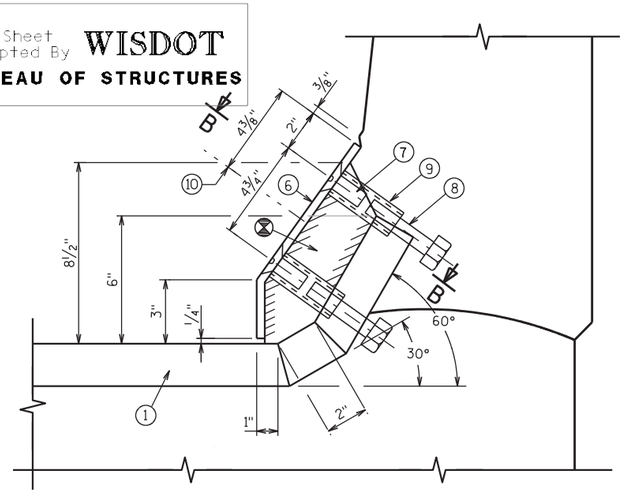
STATE PROJECT NUMBER

1206-04-62

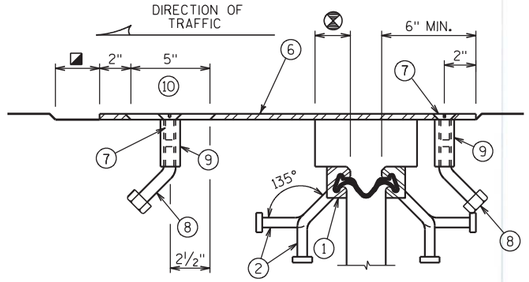
Plan Sheet Accepted By WISDOT
BUREAU OF STRUCTURES



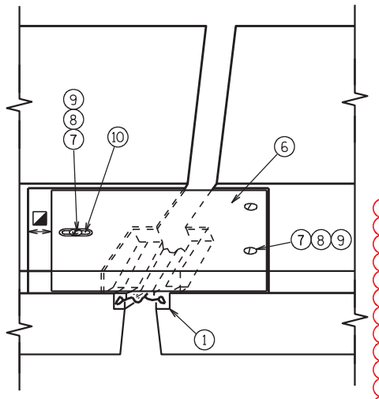
PLAN AT SLOPED FACE PARAPET



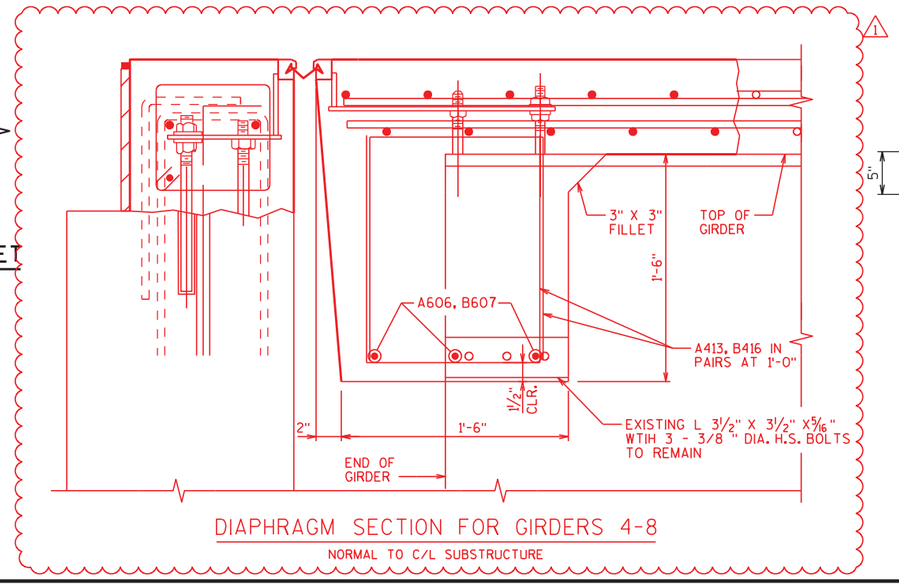
SECTION A-A



SECTION B-B



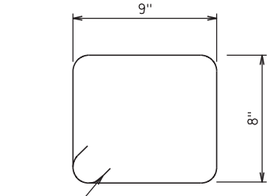
VIEW OF SLOPED FACE PARAPET PLATES FROM ROADWAY



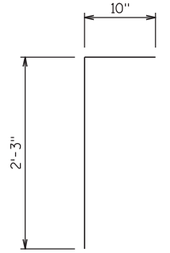
DIAPHRAGM SECTION FOR GIRDERS 4-8
NORMAL TO C/L SUBSTRUCTURE



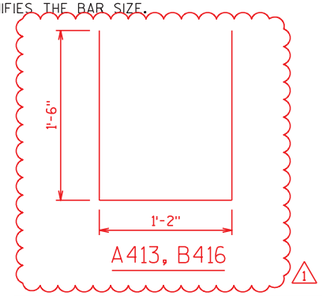
A410, B413



A411, B414



A512, B515



A413, B416

WEST ABUTMENT BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
A501	X	39	7'-9"			PAVING BLOCK - HORIZ. STAGES 3 AND 4
A502	X	10	47'-3"			DECK - TRANSVERSE STAGE 3
A503	X	10	43'-9"			DECK - TRANSVERSE STAGE 4
A604	X	30	6'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
A405	X	24	6'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
A606	X	12	6'-11"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
A407	X	16	6'-11"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
A608	X	10	7'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 4
A409	X	8	7'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 4
A410	X	74	3'-3"	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
A411	X	90	3'-4"	X		PAVING BLOCK - STIRRUP
A512	X	90	3'-0"	X		PAVING BLOCK - ANCHOR
A413	X	64	4'-0"	X		DIAPHRAGM - GIRDERS 4-8

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

EAST ABUTMENT BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
B501	X	36	7'-9"			PAVING BLOCK - HORIZ. STAGES 3 AND 4
B502	X	3	5'-11"			PAVING BLOCK - HORIZ. STAGE 4
B503	X	10	47'-3"			DECK - TRANSVERSE STAGE 3
B504	X	10	41'-9"			DECK - TRANSVERSE STAGE 4
B605	X	30	6'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
B406	X	24	6'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
B607	X	12	6'-11"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
B408	X	16	6'-11"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 3 AND 4
B609	X	5	7'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 4
B410	X	4	7'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 4
B611	X	5	5'-1"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 4
B412	X	4	5'-1"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 4
B413	X	71	3'-3"	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
B414	X	88	3'-4"	X		PAVING BLOCK - STIRRUP
B515	X	88	3'-0"	X		PAVING BLOCK - ANCHOR
B416	X	64	4'-0"	X		DIAPHRAGM - GIRDERS 4-8

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

NOTE

SEE EXPANSION JOINT SHEET FOR ADDITIONAL INFORMATION.

LEGEND

- ⊗ BLOCK OUT CONCRETE 2" EACH SIDE FOR JOINT OPENING
- ◪ JOINT OPENING DIM. ALONG SKEW PLUS ½"

REMOVE AS NEEDED TO INSTALL NEW ITEMS AT THIS PARAPET

WISCONSIN
HEATHER D. ANDERS, P.E.
33441-006
CEDARBURG, WI
PROFESSIONAL ENGINEER
8-14-2014

NO.	DATE	REVISION	BY
1	8/14/14	DIAPHRAGM REVISION GIRDERS 4-8	HDA

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-17

DRAWN BY EAJ | PLANS CK'D. HDA

EXPANSION JOINT DETAILS

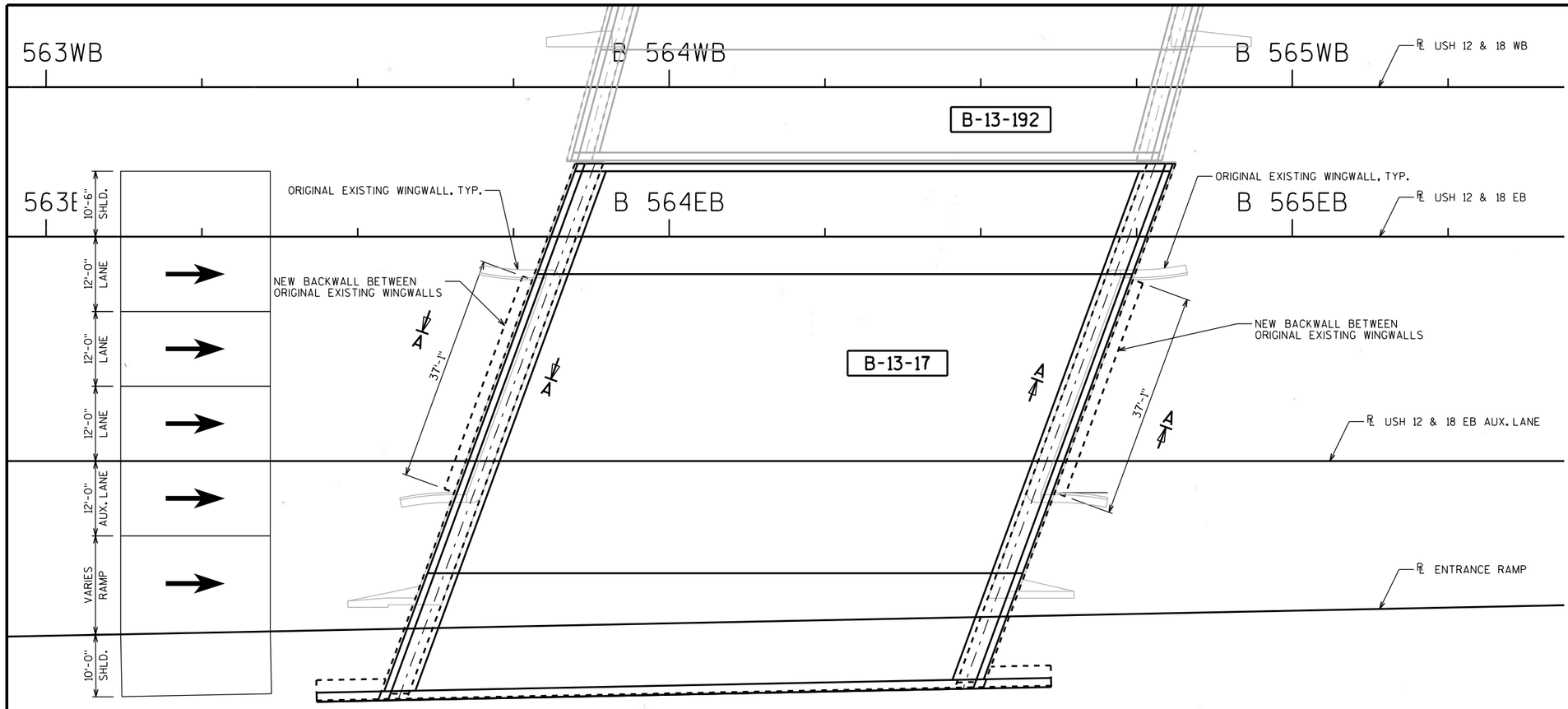
SHEET 5 OF 5

489A

8

8

STATE PROJECT NUMBER
1206-04-62



PLAN

(SINGLE SPAN STEEL PLATE GIRDERS)

NOTES

SEE SHEET 5B FOR SECTION A-A

LEGEND

→ TRAFFIC DIRECTION

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY ..... f'c = 4,000 psi
BAR STEEL REINFORCEMENT ..... fy = 60,000 psi

Plan Sheet Accepted By WISDOT
BUREAU OF STRUCTURES
08/21/14

WISCONSIN
JAMES W. CARTER III
E-28166
MILWAUKEE, WIS.
8-21-14
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	BY
1	8/21/14	NEW SHEET	MSS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-17

DRAWN BY MSS | PLANS CK'D. JWC

BACKWALL REPAIR PLAN

SHEET 5A OF 5

489B

8

8

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STATE PROJECT NUMBER
1206-04-62

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS, SUPPLEMENTED WITH FIELD MEASUREMENTS ON THE EAST ABUTMENT ONLY.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE L NO. 5 BARS", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

CLEAN AND FILL EXISTING CRACKS IN BACKWALL WITH POLYURETHANE CRACK SEALER. PAYMENT IS INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

THE EASTBOUND AND WESTBOUND ALIGNMENTS SHOWN ON THE PLANS ARE PARALLEL TO EACH OTHER.

INSTALL AT EXISTING PAVING NOTCH A NEW 1" POLYSTYRENE PAD THE LENGTH OF THE RETROFIT WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

INSTALL BETWEEN NEW CONCRETE BACKWALL AND EXISTING WINGWALL A NEW 1" POLYSTYRENE PAD THE HEIGHT OF THE EXISTING WALLS WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS OTHERWISE NOTED.

BACKWALL REPAIR ESTIMATED QUANTITIES

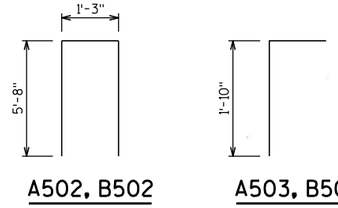
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502.5005	CONCRETE MASONRY ANCHORS TYPE L NO. 5 BARS	EACH	200
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	3,340
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	12
	NON-BID ITEMS		
	POLYURETHANE JOINT SEALER	-	-
	POLYSTYRENE	SIZE	1"

BILL OF BARS - WEST ABUTMENT

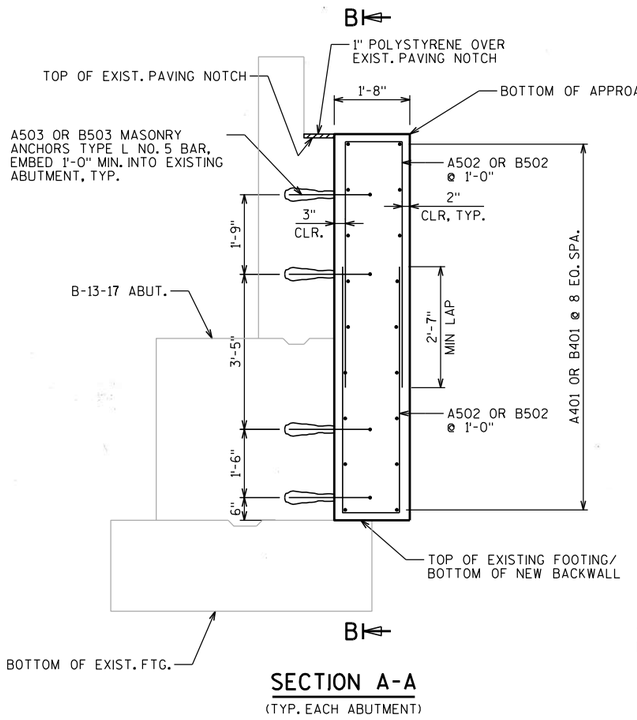
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
A401	X	36	19'-1"			BACKWALL - HORIZ.
A502	X	76	12'-4"	X		BACKWALL - VERT.
A503	X	100	2'-3"	X		BACKWALL - ANCHORS

BILL OF BARS - EAST ABUTMENT

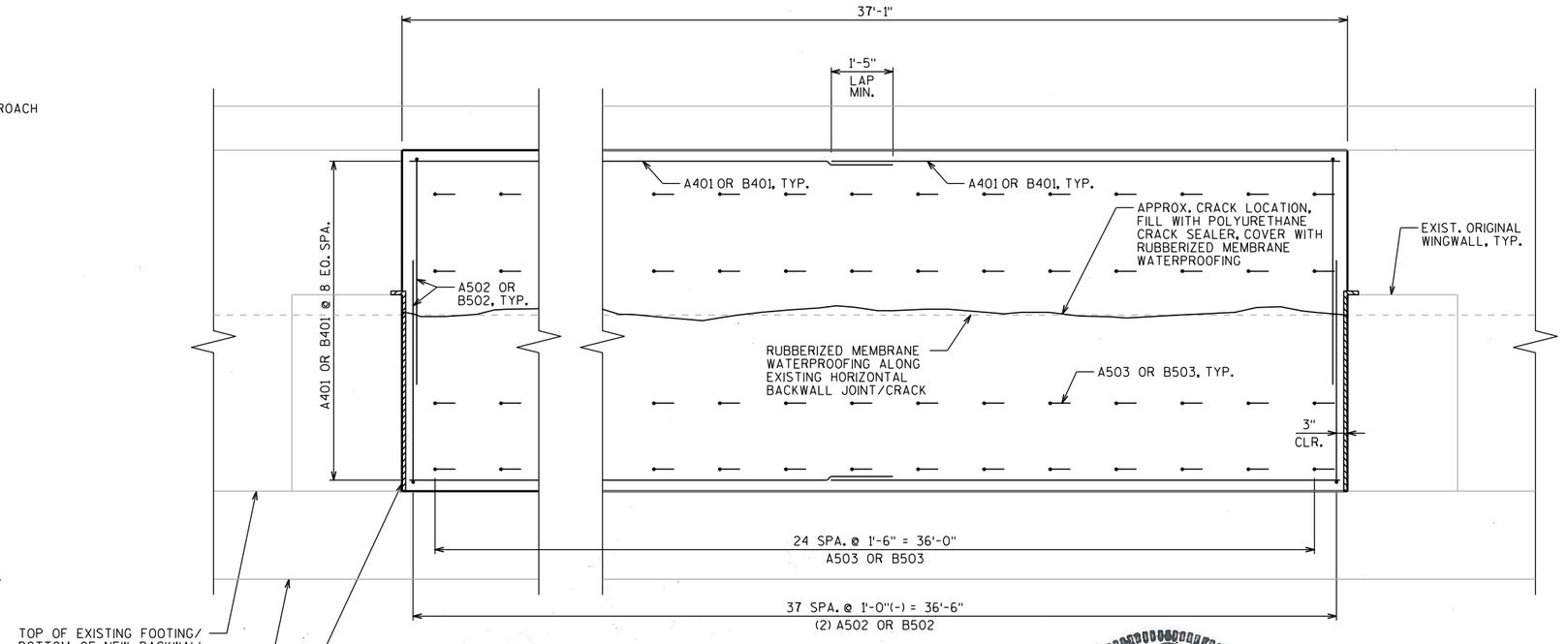
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
B401	X	36	19'-1"			BACKWALL - HORIZ.
B502	X	76	12'-4"	X		BACKWALL - VERT.
B503	X	100	2'-3"	X		BACKWALL - ANCHORS



A502, B502 A503, B503



SECTION A-A
(TYP. EACH ABUTMENT)



SECTION B-B
(TYP. EACH ABUTMENT)

Plan Sheet Accepted By WISDOT
BUREAU OF STRUCTURES
08/21/14

WISCONSIN
JAMES W. CARTER III
E-36166
8-21-14
MILWAUKEE, WIS.
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	BY
1	8/21/14	NEW SHEET	MSS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-17

DRAWN BY MSS | PLANS CK'D. JWC

BACKWALL REPAIR DETAILS

SHEET 5B OF 5

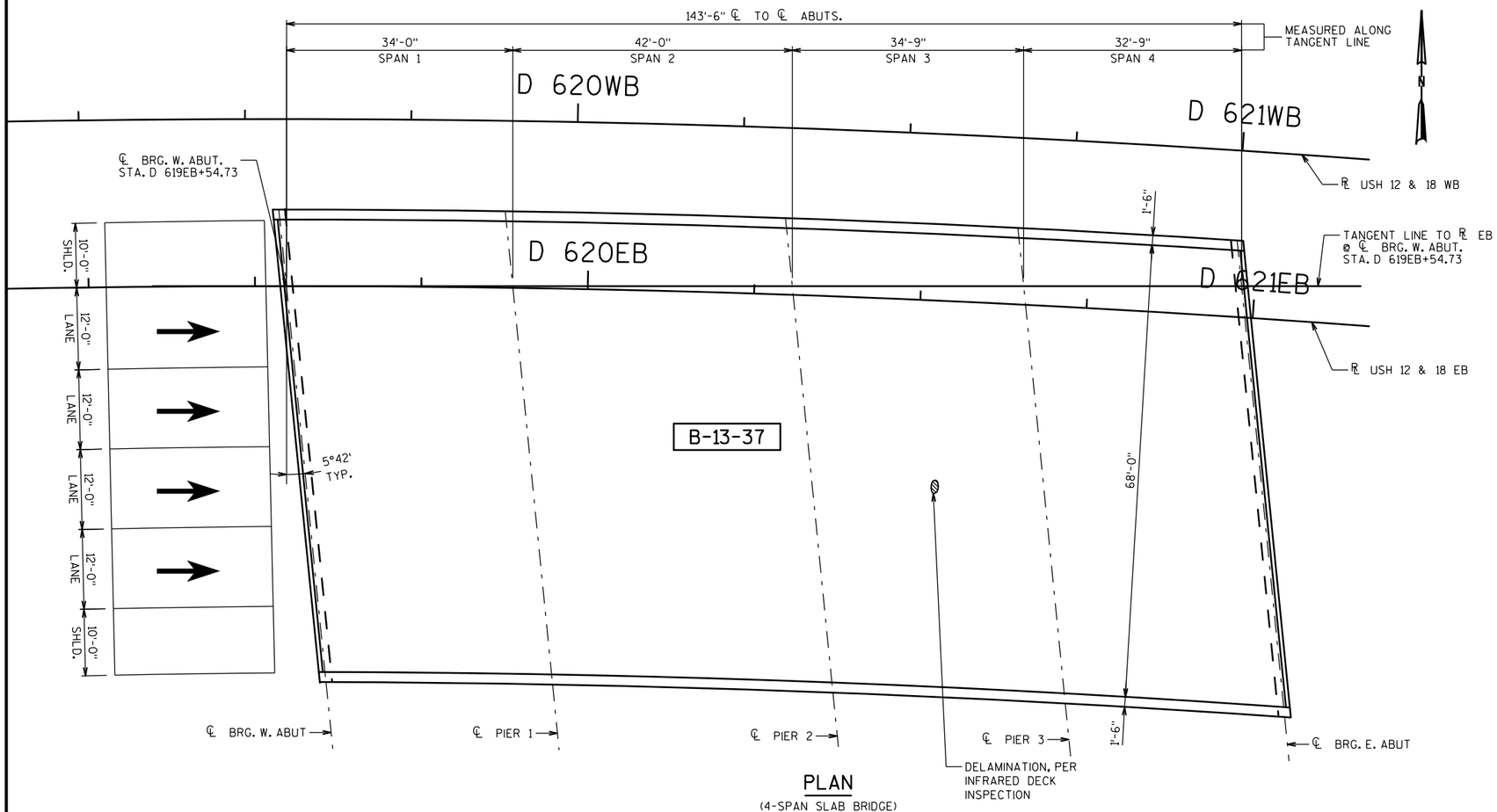
489C

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FILE NAME : W:\HomeWork\Carter_Jay\temp\B-13-17 Beltline Abutment\cds\080102_bd.dgn PLOT DATE : 21-AUG-2014 12:55 PLOT BY : MSCMSS PLOT NAME : 080102_bd PLOT SCALE : 20:1

STATE PROJECT NUMBER
1206-04-62



PLAN
(4-SPAN SLAB BRIDGE)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

SCOPE OF WORK FOR THIS STRUCTURE INCLUDES ONLY ISOLATED AREA(S) OF DECK PATCHING. LOCATIONS AND LIMITS OF THE FOLLOWING DECK PATCHING BID ITEMS TO BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.
- PREPARATION DECKS
- SAWING PAVEMENT DECK PREPARATION AREAS

DECK PATCHING MATERIAL SHALL BE "POLYESTER POLYMER CONCRETE MASONRY".

QUANTITES SHOWN FOR ALL BID ITEMS ARE APPROXIMATE.

INFRARED INSPECTION DATA PROVIDED FOR INFORMATION ONLY. INFRARED INSPECTION PERFORMED BY AECOM, 7-15-2013.

THE EASTBOUND AND WESTBOUND ALIGNMENTS SHOWN ON THE PLANS ARE PARALLEL TO EACH OTHER.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

LIST OF DRAWINGS

1. GENERAL PLAN

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

LEGEND

TRAFFIC DIRECTION

HORIZONTAL CURVE DATA

℄ USH 12 & 18 EB

P.I. = D 622+34.47
Δ = 21°15'48" RIGHT
D = 2°36'46"
T = 411.66'
L = 813.86'
R = 2192.99'
P.C. = D 618+22.80
P.T. = D 626+36.66

TRAFFIC DATA

USH 12/18 EB & WB

A.D.T. = 104,000 (2012)
R.D.S. = 60 MPH

DESIGN DATA

RATINGS (TAKEN FROM HSI 12-9-2013)

DESIGN LOADING: HS20
INVENTORY RATING: HS22
OPERATING RATING: HS37
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 240 KIPS

ULTIMATE STRESSES FOR MATERIALS

POLYESTER POLYMER CONCRETE MASONRY..... f'c = 1,000 psi (8 HRS)
5,000 psi (24 HRS)

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 7/15/13)

FIELD OBSERVATIONS SUMMARY		S.N. B-13-37		LEGEND
ITEM	UNIT	QUANT.	%	DELAMINATION
TOTAL AREA	ft^2	9826		SPALL
SHADE/DEBRIS	ft^2	0		DEBOND
DELAMINATION	ft^2	2	<0.1	ASPHALT PATCH
SPALL	ft^2	0	0	CONCRETE PATCH
DEBOND	ft^2	N/A	N/A	SHADE/DEBRIS
ASPHALT PATCH	ft^2	0	0	
CONCRETE PATCH	ft^2	0	0	

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
509.0301	PREPARATION DECKS TYPE 1	SY	0.5
509.0302	PREPARATION DECKS TYPE 2	SY	0.2
SPV.0025.01	POLYESTER POLYMER CONCRETE MASONRY	CF	1.4
SPV.0090.04	SAWING PAVEMENT DECK PREPARATION AREAS	LF	9

ALL ITEMS ARE CATEGORY 0010

WISCONSIN
HEATHER D. ANDERS, P.E.
33441-006
CEDARBURG, WI
PROFESSIONAL ENGINEER
12·20·2013

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 12/21/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-13-37

USH 12 & 18 EB OVER JOHN NOLEN DR.

COUNTY	TOWN/CITY/VILLAGE
DANE	MADISON

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
HDA	SR	HDA	SR

GENERAL PLAN

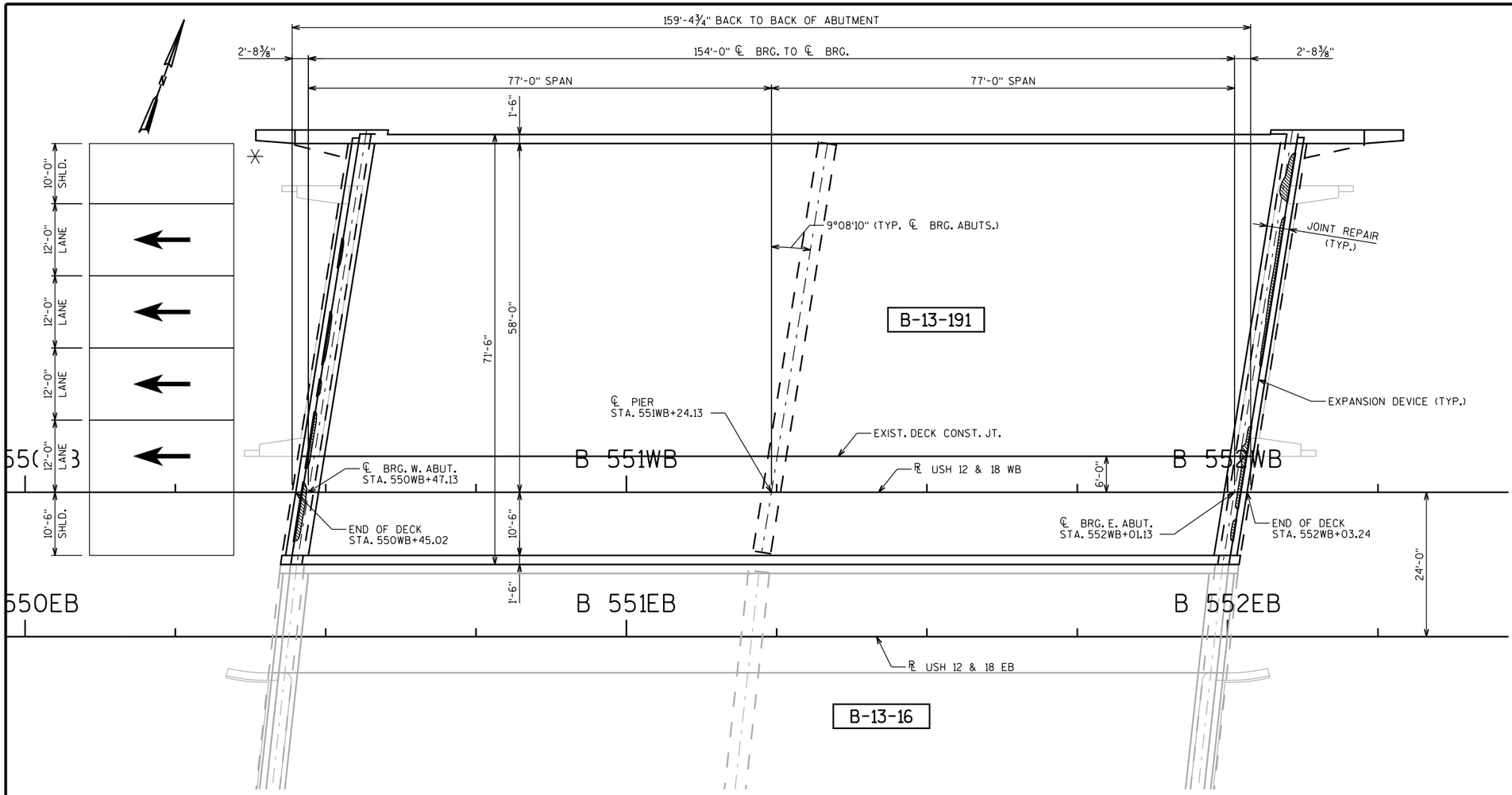
SHEET 1 OF 1

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STATE PROJECT NUMBER
1206-04-62



PLAN

(2-SPAN 36" STEEL GIRDERS)

LIST OF DRAWINGS

1. GENERAL PLAN
2. GENERAL NOTES AND QUANTITIES
3. CONSTRUCTION STAGING
4. EXPANSION JOINT
5. EXPANSION JOINT DETAILS
6. PARAPET REVISIONS

LEGEND

TRAFFIC DIRECTION

PROVIDE ANCHORAGE FOR STEEL PLATE BEAM GUARD (REMOVAL AND REPLACEMENT OF END OF CONCRETE PARAPET REQUIRED)

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 7/11/13)

FIELD OBSERVATIONS SUMMARY		S.N. B-13-191		LEGEND
ITEM	UNIT	QUANT.	%	
TOTAL AREA	ft^2	10797		DELAMINATION
SHADE/DEBRIS	ft^2	0		SPALL
DELAMINATION	ft^2	55	0.5	DEBOND
SPALL	ft^2	0	0	ASPHALT PATCH
DEBOND	ft^2	N/A	N/A	CONCRETE PATCH
ASPHALT PATCH	ft^2	0	0	SHADE/DEBRIS
CONCRETE PATCH	ft^2	0	0	

TRAFFIC DATA

USH 12/18 EB & WB

A.D.T. = 122,600 (2014)
R.D.S. = 60 MPH

USH 14 WB - USH 151 NB

A.D.T. = 20,800 (2014)
R.D.S. = 35 M.P.H.

DESIGN DATA

RATINGS (TAKEN FROM HSI 9-23-2013)

DESIGN LOADING: HS20
INVENTORY RATING: HS15
OPERATING RATING: HS25
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 230 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi
BAR STEEL REINFORCEMENT ..... fy = 60,000 psi

WISCONSIN
HEATHER D. ANDERS, P.E.
33441-006
CEDARBURG, WI
PROFESSIONAL ENGINEER

12-11-2013

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 12/11/13
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-13-191

USH 12 & 18 WB OVER USH 14

COUNTY	TOWN/CITY/VILLAGE
DANE	MADISON

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
KTM	HDA	KTM	HDA

GENERAL PLAN

SHEET 1 OF 6

FILE NAME : \\madw00\ingrproj\60002\b1\B-13-191\cds\080101_gp.dgn
PLOT DATE : 10/8/2013
PLOT BY : ejelinek
PLOT NAME : $FILE$
PLOT SCALE : 20:1

STATE PROJECT NUMBER
1206-04-62

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

INFRARED INSPECTION DATA PROVIDED FOR INFORMATION ONLY. INFRARED INSPECTION DATE: 7-11-2013

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- CRACK SEALING EPOXY
- CONCRETE SURFACE REPAIR

QUANTITES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UNDER THE BID ITEMS "MASONRY ANCHORS TYPE L", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE, SHALL BE PAID FOR IN THE LUMP SUM PRICE BID AS "EXPANSION DEVICE B-13-191".

CLEAN AND FILL EXISTING LONGITUDINAL AND TRANSVERSE CRACKS WITH PENETRATING EPOXY AS DIRECTED BY THE FIELD ENGINEER.

PROTECTIVE SURFACE TREATMENT, PAID FOR UNDER "PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED ON STRUCTURE B-13-191 TO THE FOLLOWING SURFACES:
- TOP OF EXISTING DECK SLAB
- TOP AND INSIDE FACES OF EXISTING PARAPETS

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED ON STRUCTURE B-13-191 TO THE FOLLOWING COMPLETED SURFACES:
- TOP OF DECK SLAB AT NEW CONCRETE SURFACES RELATED TO JOINT REPAIR
- TOP AND INSIDE FACES OF REPLACEMENT PARAPET AT NEW CONCRETE SURFACES

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1" JOINT FILLER WITH HOT POURED JOINT SEALANT (1½" DEEP AND HOLD ¼" BELOW SURFACE OF CONCRETE).

ANY EXCAVATION REQUIRED TO COMPLETE THE PAVING BLOCK AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE EASTBOUND AND WESTBOUND ALIGNMENTS SHOWN ON THE PLANS ARE PARALLEL TO EACH OTHER.

NEW CONCRETE AT JOINT REPAIR IS PAID FOR AS "CONCRETE MASONRY OVERLAY DECKS".

INSTALL AT PAVING NOTCH A NEW 1" PREFORMED JOINT FILLER WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS".

EXISTING UTILITIES ATTACHED TO THE BRIDGE TO REMAIN IN PLACE AND IN SERVICE.

"REMOVING OLD STRUCTURE STA. 551WB+24" INCLUDES PARTIAL REMOVAL OF NW WINGWALL PARAPET.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

"CONCRETE MASONRY BRIDGES" INCLUDES CONCRETE REQUIRED TO REPLACE PORTION OF NORTH PARAPET AT WING.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS OTHERWISE NOTED.

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
203.0200.03	REMOVING OLD STRUCTURE STA. 551WB+24	LS	1
502.0100	CONCRETE MASONRY BRIDGES	CY	1
502.0717.S	CRACK SEALING EPOXY	LF	600
502.3100.03	EXPANSION DEVICE B-13-191	LS	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	65
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	1,278
502.5005	MASONRY ANCHORS TYPE L NO. 5 BARS	EACH	154
502.5010	MASONRY ANCHORS TYPE L NO. 6 BARS	EACH	3
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	4,770
509.1000	JOINT REPAIR	SY	62
509.1500	CONCRETE SURFACE REPAIR	SF	20
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	18
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	1
SPV.0180.03	CLEAN ABUTMENT SEATS	SY	30
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1"

ALL ITEMS ARE CATEGORY 0050

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-191

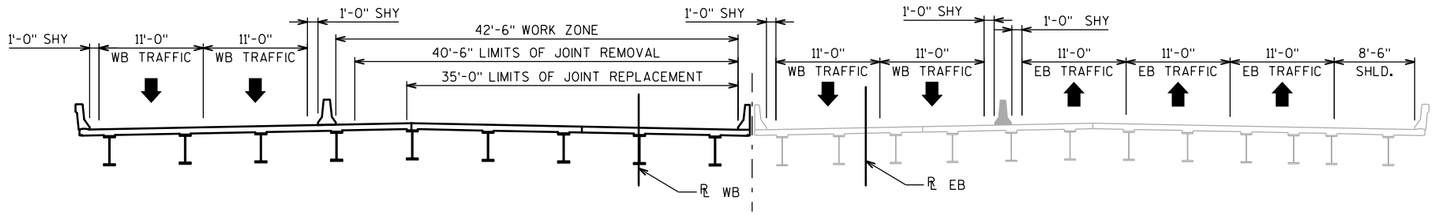
DRAWN BY EAJ | PLANS CK'D. HDA

GENERAL NOTES AND QUANTITIES

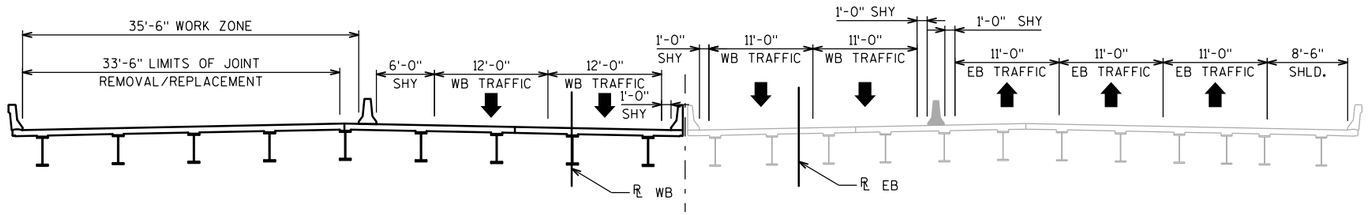
SHEET 2 OF 6

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PLOT DATE : 10/8/2013
PLOT BY : ejelinek
PLOT NAME : $FILE$
PLOT SCALE : 20:1

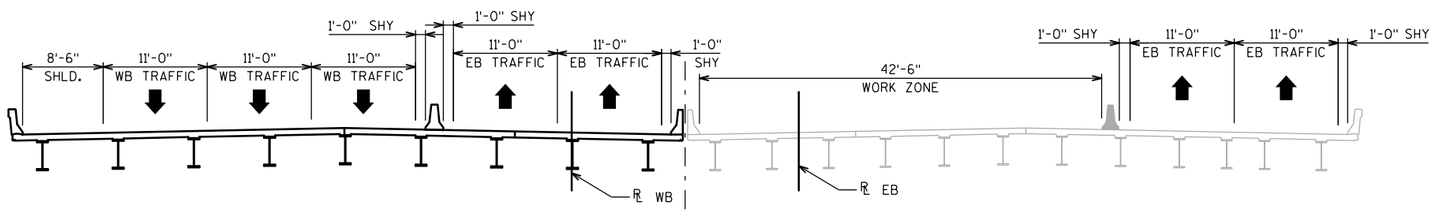
STATE PROJECT NUMBER
1206-04-62



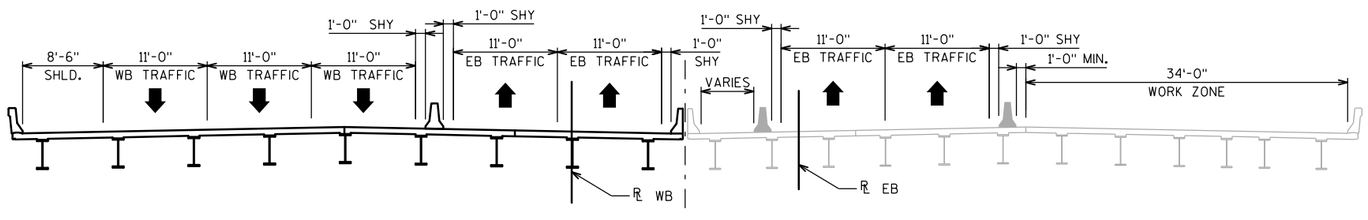
CROSS SECTION THRU ROADWAY
STAGE 1
(LOOKING EAST)



CROSS SECTION THRU ROADWAY
STAGE 2
(LOOKING EAST)



CROSS SECTION THRU ROADWAY
STAGE 3
(LOOKING EAST)



CROSS SECTION THRU ROADWAY
STAGE 4
(LOOKING EAST)

NOTES

SEE ROADWAY PLANS FOR COMPLETE PROJECT STAGING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-191

DRAWN BY KTM | PLANS CK'D. HDA

CONSTRUCTION STAGING

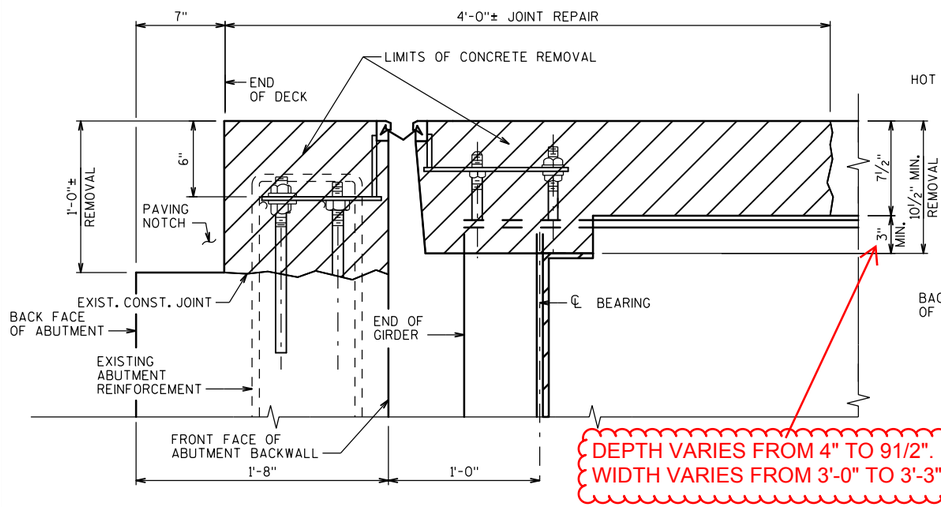
SHEET 3 OF 6

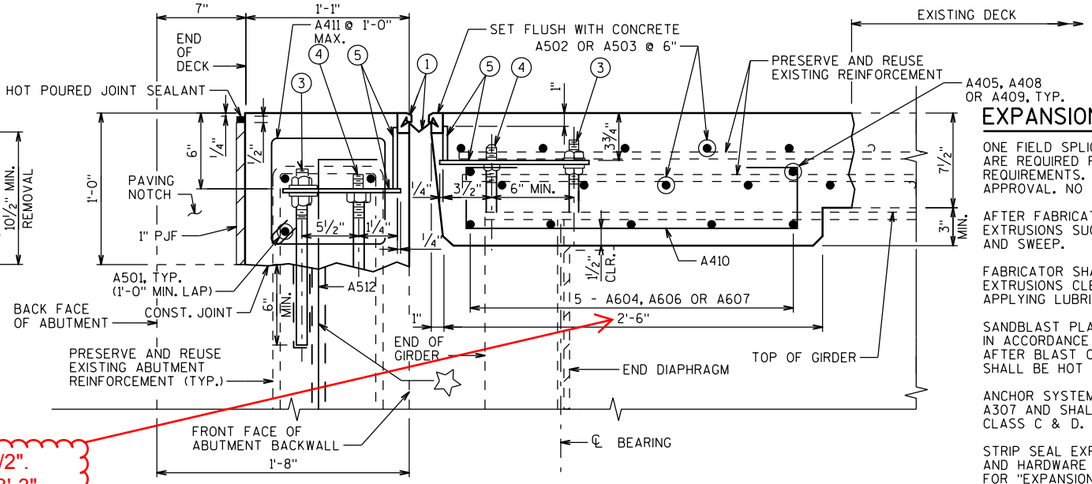
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PLOT BY : ejelinek
PLOT NAME : $FILE$
PLOT SCALE : 16:1

STATE PROJECT NUMBER
1206-04-62





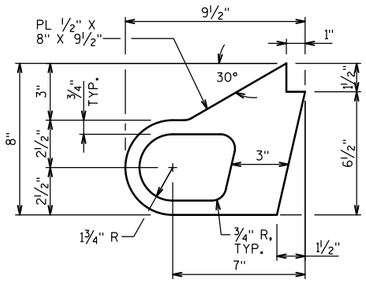
DEPTH VARIES FROM 4" TO 91/2".
WIDTH VARIES FROM 3'-0" TO 3'-3".

EXISTING SECTION AT ABUTMENTS

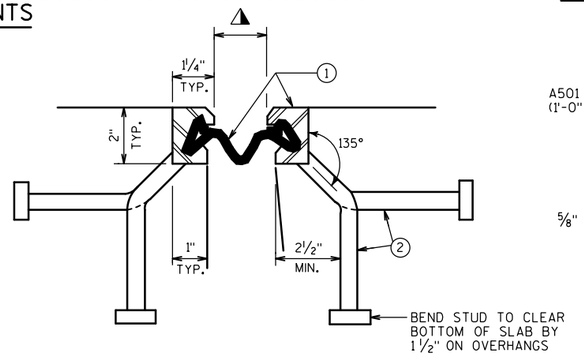
NORMAL TO C/L SUBSTRUCTURE

PROPOSED SECTION AT ABUTMENTS

NORMAL TO C/L SUBSTRUCTURE

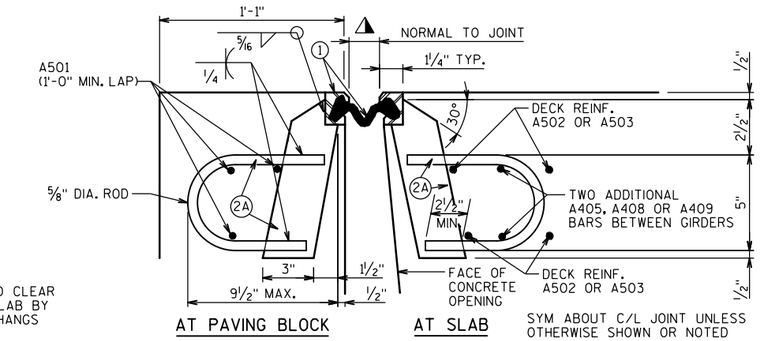


ALTERNATE STRIP SEAL ANCHOR



SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS

EXPANSION JOINT NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 & NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C & D.

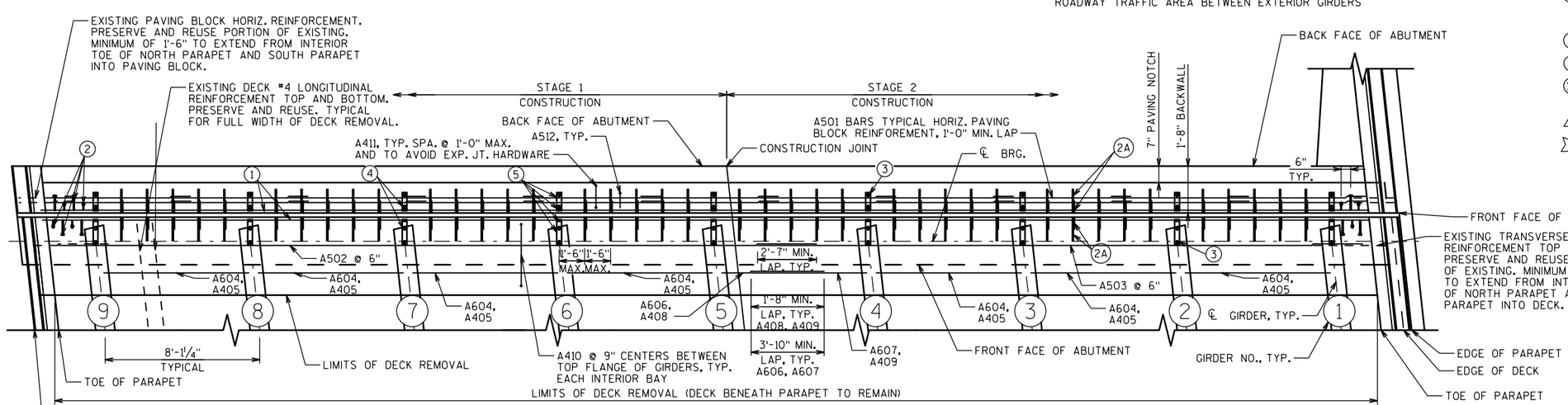
STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-13-191".

LEGEND

1. NEOPRENE STRIP SEAL (4 - INCH) & STEEL EXTRUSIONS.
2. STUDS ⅝" DIA. x 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝" DIA. ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PL. TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
3. ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. FOR STEEL GIRDERS WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾" DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" x ½" BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" DIA. HOLE FOR NO. 3 AND 1" DIA. HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" x 10½" x 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.
7. ¾" DIA. x 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTER SUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾" DIA. x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾" DIA. x 2 ¼" GALVANIZED THREADED COUPLING.
10. 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. SLOT PARALLEL TO DIRECTION OF MOVEMENT.

◭ SET JOINT OPENING AT 1¾"

☆ MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED A MINIMUM OF 1'-6" INTO CONCRETE SPACE AT 1'-0" MAX. AND TO AVOID EXPANSION JOINT HARDWARE. TURN 10" LEG AS NECESSARY TO FIT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.



PLAN B-13-191 WEST ABUTMENT/DECK (EAST ABUTMENT/DECK SIMILAR)

(SEE EXPANSION JOINT DETAILS SHEET FOR BILL OF BARS)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-191

DRAWN BY	EAJ	PLANS CK'D.	HDA

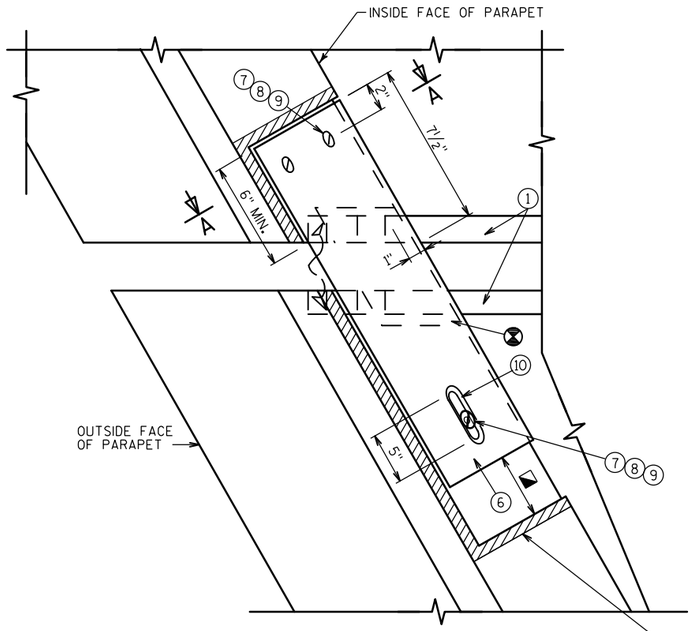
EXPANSION JOINT

SHEET 4 OF 6

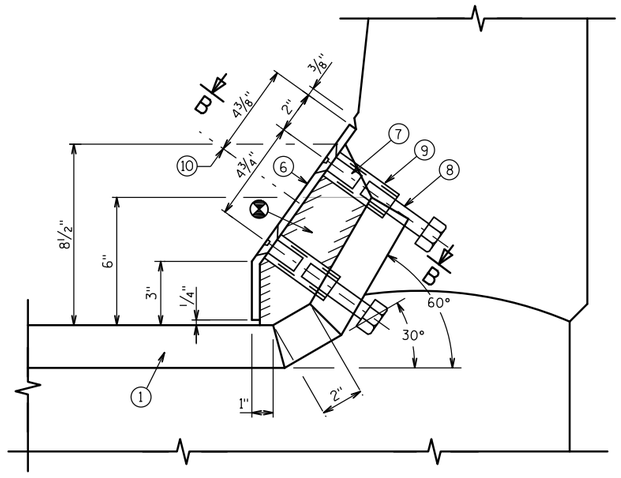
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PLOT DATE : 10/8/2013
PLOT BY : ejelinek
PLOT NAME : $FILE$
PLOT SCALE : 0.333333:1

STATE PROJECT NUMBER
1206-04-62



PLAN AT SLOPED FACE PARAPET

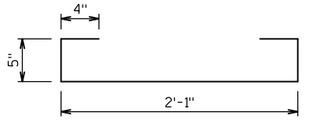


SECTION A-A

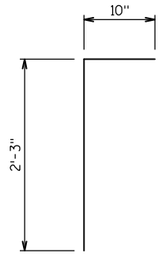
BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
A501	X	66	7'-2"			PAVING BLOCK - HORIZ. STAGE 1 AND 2
A502	X	22	39'-6"			DECK - TRANSVERSE STAGE 1
A503	X	22	32'-0"			DECK - TRANSVERSE STAGE 2
A604	X	70	7'-7"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A405	X	56	7'-7"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A606	X	10	5'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 1
A607	X	10	6'-1"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 2
A408	X	8	4'-4"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 1
A409	X	8	5'-0"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 2
A410	X	160	3'-3"	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
A411	X	140	3'-4"	X		PAVING BLOCK - STIRRUP
☆ A512	X	140	3'-0"	X		PAVING BLOCK - ANCHOR

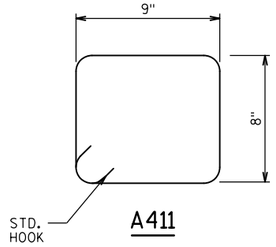
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.



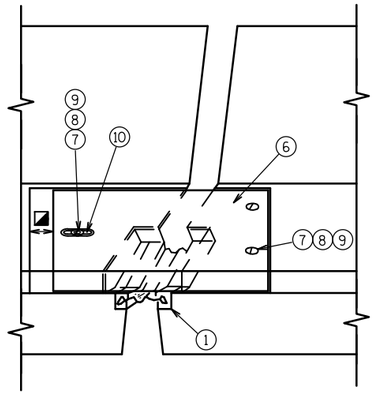
A410



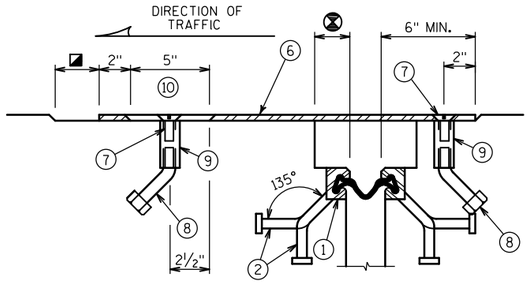
A512



A411



VIEW OF SLOPED FACE PARAPET
PLATES FROM ROADWAY



SECTION B-B

NOTE

SEE EXPANSION JOINT SHEET FOR ADDITIONAL INFORMATION.

LEGEND

- BLOCK OUT CONCRETE 2" EACH SIDE FOR JOINT OPENING
- JOINT OPENING DIM. ALONG SKEW PLUS ½"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-191

DRAWN BY EAJ | PLANS CK'D. HDA

EXPANSION JOINT DETAILS

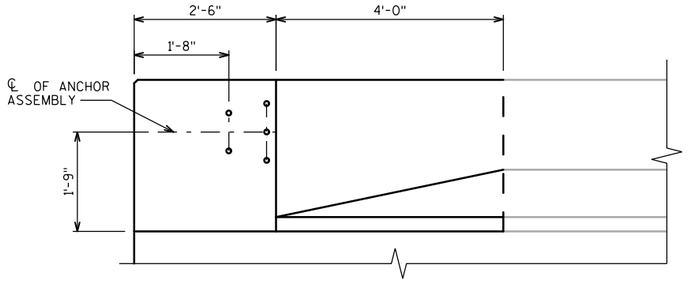
SHEET 5 OF 6

8

8

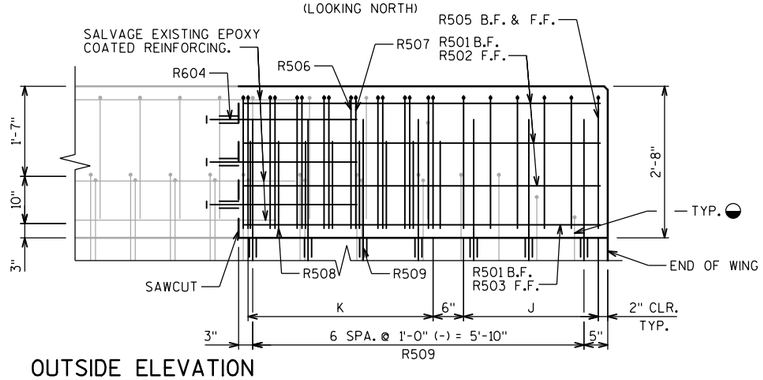
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STATE PROJECT NUMBER
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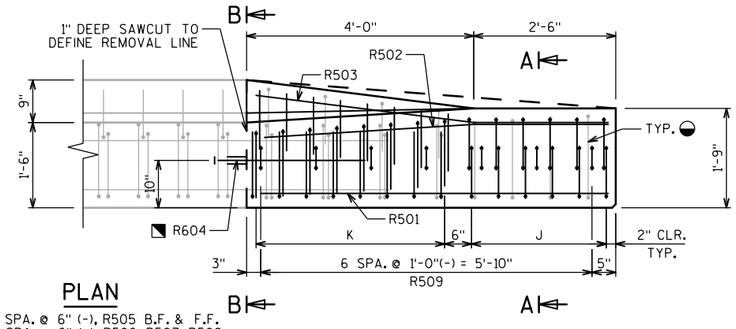
INSIDE ELEVATION

(LOOKING NORTH)



OUTSIDE ELEVATION

(LOOKING SOUTH)



PLAN

'J' = 5 SPA. @ 6" (-), R505 B.F. & F.F.
'K' = 7 SPA. @ 6" (-), R506, R507, R508

BILL OF BARS

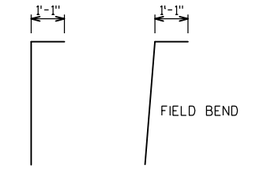
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE

	BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
	R501	X	4	6'-2"		HORIZONTAL BACK FACE
	R502	X	3	6'-2"	X	HORIZONTAL FRONT FACE
	R503	X	1	6'-2"	X	HORIZONTAL FRONT FACE
◥	R604	X	3	2'-7"		HORIZONTAL DOWEL
	R505	X	12	5'-4"	X	VERTICAL STIRRUP
	R506	X	8	3'-3"	X	VERTICAL BACK FACE
	R507	X	8	3'-3"	X	VERTICAL FRONT FACE
	R508	X	8	1'-10"		VERTICAL FRONT FACE
▲	R509	X	7	5'-5"	X	VERTICAL DOWEL

◒ SALVAGE EXISTING VERTICAL REINFORCEMENT BARS AND INCORPORATE INTO NEW WORK. BEND EXISITNG BARS AS NECESSARY TO FIT NEW PARAPET SHAPE.

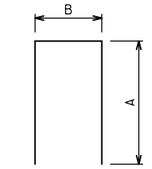
▲ MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED 6" IN CONCRETE. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

◥ MASONRY ANCHORS, TYPE L NO. 6 BARS. EMBED 6" IN CONCRETE. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

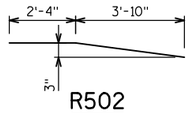


R506 R507

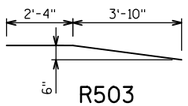
BAR MARK	A	B
R505	2'-4"	11"
R509	2'-7"	6"



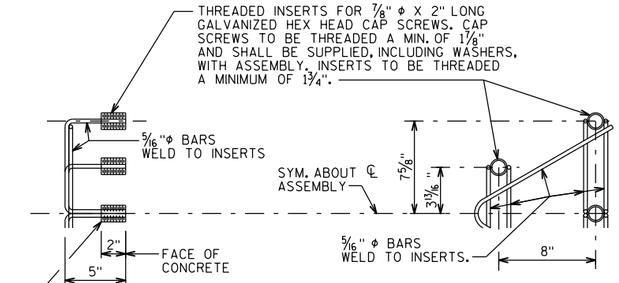
R505 & R509



R502



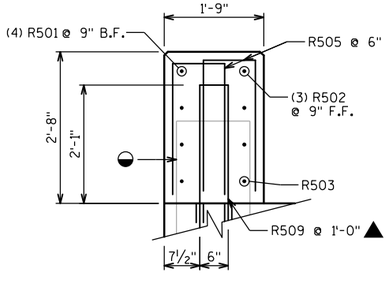
R503



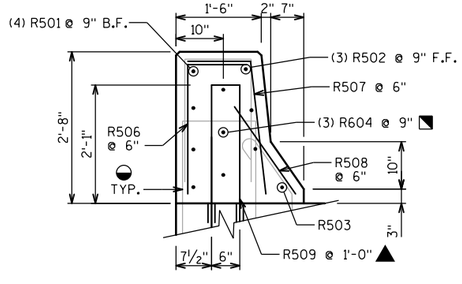
DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

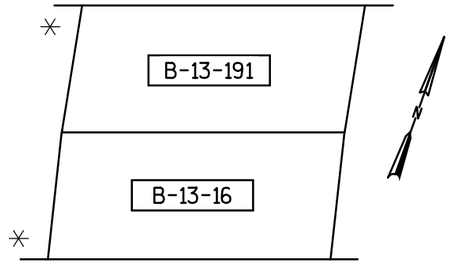
ASSEMBLY BID ITEM SHALL BE "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.



SECTION A-A



SECTION B-B



LOCATION PLAN

✳ WING LOCATION FOR PARAPET REMOVAL AND REPLACEMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-191

DRAWN BY KTM | PLANS CK'D. HDA

PARAPET REVISIONS

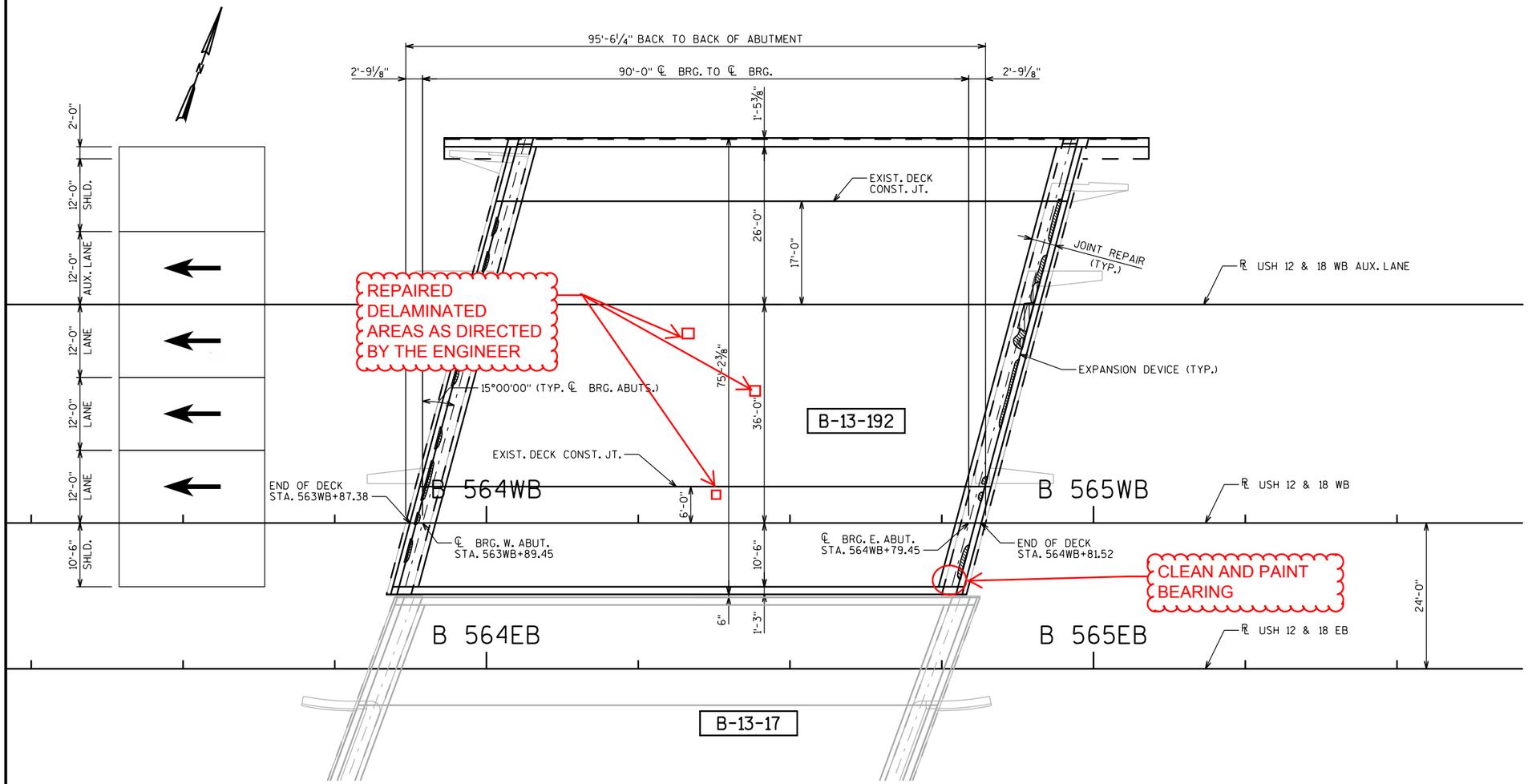
SHEET 6 OF 6

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PLOT DATE : 12/11/2013
PLOT BY : HAnders
PLOT NAME : $FILE$
PLOT SCALE : 2.66667:1

STATE PROJECT NUMBER
1206-04-62



PLAN

(SINGLE SPAN STEEL PLATE GIRDERS)

LIST OF DRAWINGS

1. GENERAL PLAN
2. GENERAL NOTES AND QUANTITIES
3. CONSTRUCTION STAGING
4. EXPANSION JOINT
5. EXPANSION JOINT DETAILS

LEGEND

→ TRAFFIC DIRECTION

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 7/11/13)

FIELD OBSERVATIONS SUMMARY		S.N. B-13-192		LEGEND
ITEM	UNIT	QUANT.	%	DELAMINATION
TOTAL AREA	ft^2	6830		SPALL
SHADE/DEBRIS	ft^2	0		DEBOND
DELAMINATION	ft^2	40	0.6	ASPHALT PATCH
SPALL	ft^2	0	0	CONCRETE PATCH
DEBOND	ft^2	N/A	N/A	SHADE/DEBRIS
ASPHALT PATCH	ft^2	0	0	
CONCRETE PATCH	ft^2	11	0.2	

TRAFFIC DATA

USH 12/18 EB & WB

A.D.T. = 125,000 (2014)
R.D.S. = 60 MPH

DESIGN DATA

RATINGS (TAKEN FROM HSI 9-23-2013)

DESIGN LOADING: HS20
INVENTORY RATING: HS32
OPERATING RATING: HS54
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
OVERLAY DECKS ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi
BAR STEEL REINFORCEMENT ..... fy = 60,000 psi

WISCONSIN
HEATHER D. ANDERS, P.E.
33441-006
CEDARBURG, WI
PROFESSIONAL ENGINEER

10-10-2013

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB 11414 W. PARK PLACE MILWAUKEE, WI 53224 (414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 01/13/14
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-13-192

USH 12 & 18 WB OVER WSOR (FORMERLY CNW RR)

COUNTY	TOWN/~~CITY/VILLAGE~~
DANE	MADISON

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
KTM	HDA	KTM	HDA

GENERAL PLAN

SHEET 1 OF 5

FILE NAME : \\madw00\ingrproj\60002\b1\B-13-192\cds\080101_gp.dgn PLOT DATE : 10/10/2013 PLOT BY : ejelinek PLOT NAME : $FILE$ PLOT SCALE : 20:1

STATE PROJECT NUMBER
1206-04-62

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

INFRARED INSPECTION DATA PROVIDED FOR INFORMATION ONLY. INFRARED INSPECTION DATE: 7-11-2013

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- CRACK SEALING EPOXY
- CONCRETE SURFACE REPAIR

QUANTITES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE L NO. 5 BARS", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE, SHALL BE PAID FOR IN THE LUMP SUM PRICE BID AS "EXPANSION DEVICE B-13-192".

CLEAN AND FILL EXISTING LONGITUDINAL AND TRANSVERSE CRACKS WITH PENETRATING EPOXY AS DIRECTED BY THE FIELD ENGINEER.

PROTECTIVE SURFACE TREATMENT, PAID FOR UNDER "PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED ON STRUCTURE B-13-192 TO THE FOLLOWING SURFACES:
- TOP OF EXISTING DECK SLAB
- TOP AND INSIDE FACES OF PARAPETS

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED ON STRUCTURE B-13-192 TO THE FOLLOWING SURFACES:
- TOP OF DECK SLAB AT NEW CONCRETE SURFACES RELATED TO THE JOINT REPAIR

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1" JOINT FILLER WITH HOT POURED JOINT SEALANT (1/2" DEEP AND HOLD 1/4" BELOW SURFACE OF CONCRETE).

ANY EXCAVATION REQUIRED TO COMPLETE THE PAVING BLOCK AT THE WEST ABUTMENT IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE EASTBOUND AND WESTBOUND ALIGNMENTS SHOWN ON THE PLANS ARE PARALLEL TO EACH OTHER.

NEW CONCRETE AT JOINT REPAIR IS PAID FOR AS "CONCRETE MASONRY OVERLAY DECKS".

INSTALL AT PAVING NOTCH A NEW 1" PREFORMED JOINT FILLER WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS".

EXISTING UTILITIES ATTACHED TO THE BRIDGE TO REMAIN IN PLACE AND IN SERVICE.

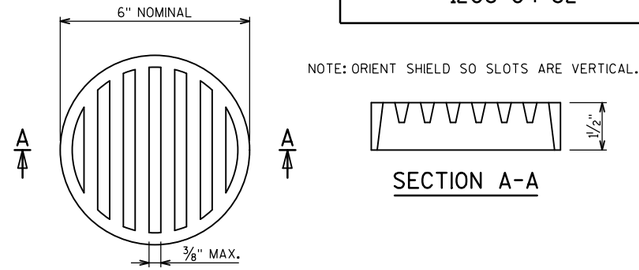
ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS OTHERWISE NOTED.

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
203.0200.04	REMOVING OLD STRUCTURE STA. 564WB+25	LS	1
206.1000.02	EXCAVATION FOR STRUCTURES BRIDGES B-13-192	LS	1
206.6000.S	TEMPORARY SHORING	SF	590
210.0100	BACKFILL STRUCTURE	CY	420
502.0717.S	CRACK SEALING EPOXY	LF	360
502.3100.04	EXPANSION DEVICE B-13-192	LS	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	67
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	774
502.5005	MASONRY ANCHORS TYPE L NO. 5 BARS	EACH	152
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	4,750
509.1000	JOINT REPAIR	SY	67
509.1500	CONCRETE SURFACE REPAIR	SF	20
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	19
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	90
SPV.0035.02	BACKFILL CONTROLLED LOW STRENGTH SPECIAL	CY	9
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1"

ALL ITEMS ARE CATEGORY 0060

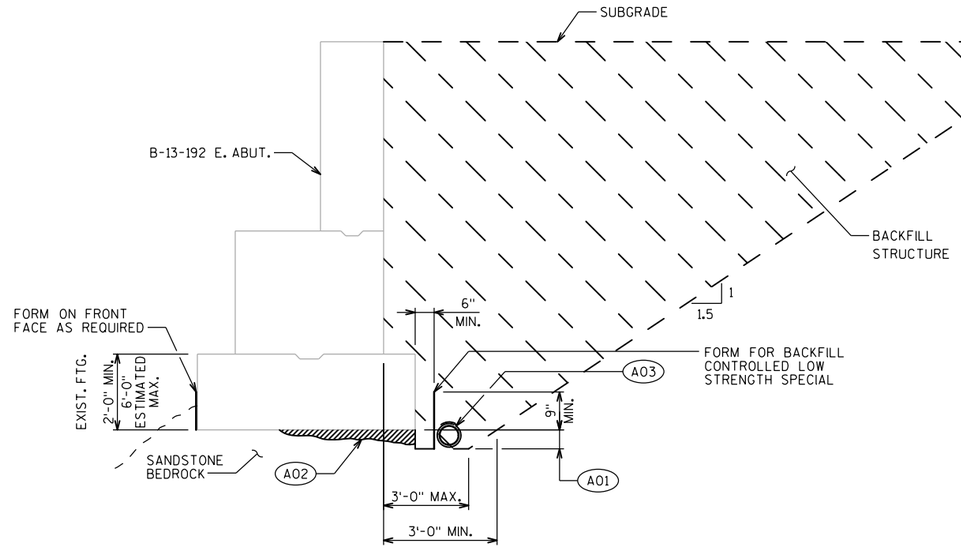


NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.

SECTION A-A

RODENT SHIELD

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS. COST OF RODENT SHIELD AND ALL FITTINGS TO BE INCLUDED IN BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".



EAST ABUTMENT PIPE UNDERDRAIN SECTION

(LOOKING NORTH)

PIPE UNDERDRAIN NOTES

REMOVE ANY EXISTING PIPE UNDERDRAIN BEHIND THE ABUTMENT AND WINGWALL. INCLUDED IN BID ITEM "REMOVING OLD STRUCTURE STA. 564WB+25."

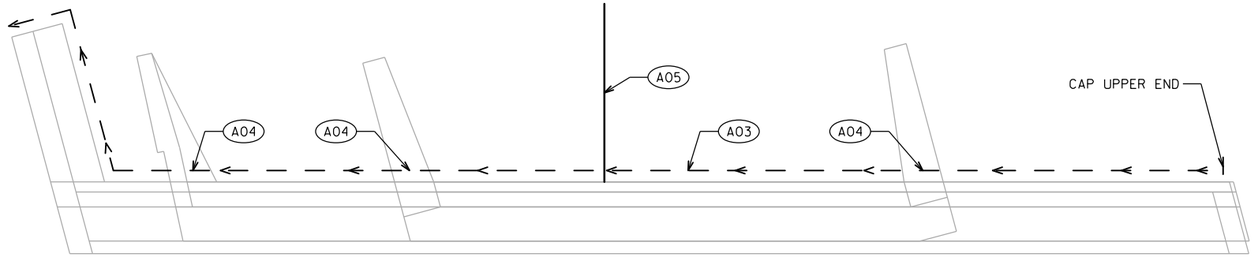
(A01) EXCAVATE 6" MIN. BELOW BOTTOM OF FOOTING OR TO TOP OF SANDSTONE BEDROCK AS DIRECTED BY THE ENGINEER. ENGINEER TO INSPECT BASE OF FOOTING AND ROCK BELOW FOOTING FOR EROSION.

(A02) FILL GAPS BETWEEN ABUTMENT FOOTING AND SANDSTONE BEDROCK WITH BACKFILL CONTROLLED LOW STRENGTH SPECIAL AS DIRECTED BY THE ENGINEER AND AS PER THE SPECIAL PROVISION.

(A03) PIPE UNDERDRAIN WRAPPED 6-INCH, SLOPE 0.5% MIN. TO THE NORTH TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD TO END OF PIPE.

(A04) PORTIONS OF ABANDONED WINGWALLS MAY REMAIN BELOW GRADE. REMOVE AS NEEDED OR CORE THROUGH TO INSTALL NEW PIPE UNDERDRAIN IN PROPER LOCATION. PAID FOR UNDER BID ITEM "REMOVING OLD STRUCTURE STA. 564WB+25."

(A05) TEMPORARY SHORING AS NEEDED PER STAGE TO ALLOW FOR STAGED CONSTRUCTION OF WORK



EAST ABUTMENT PIPE UNDERDRAIN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-192

DRAWN BY EAJ | PLANS CK'D. HDA

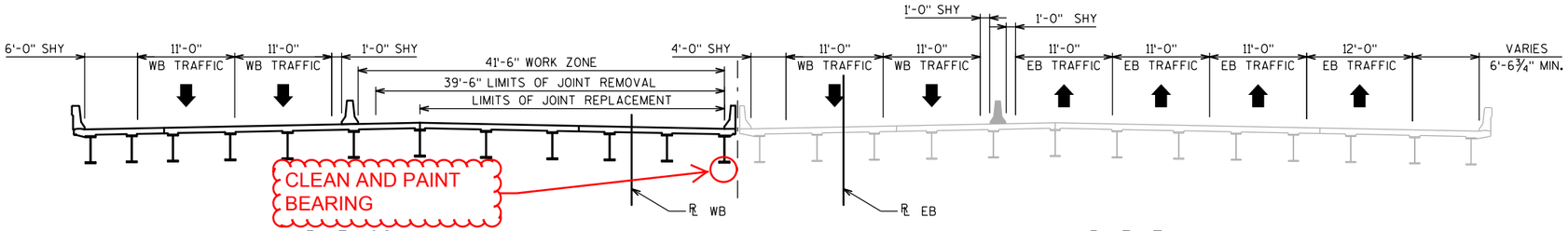
GENERAL NOTES AND QUANTITIES

SHEET 2 OF 5

498

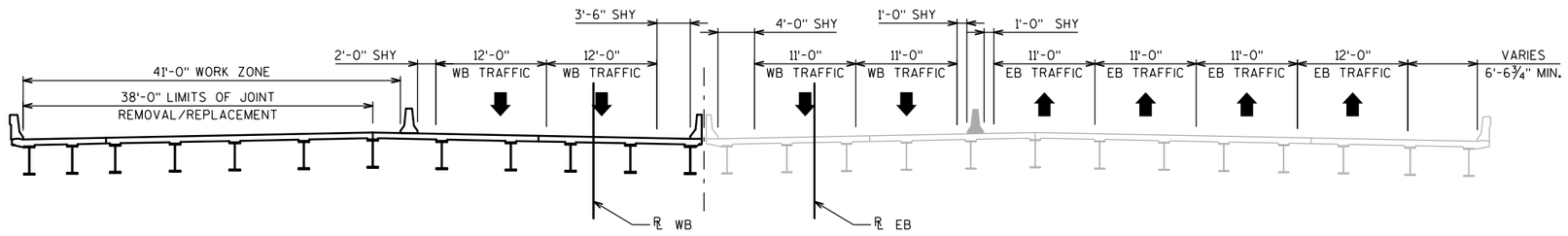
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STATE PROJECT NUMBER
1206-04-62



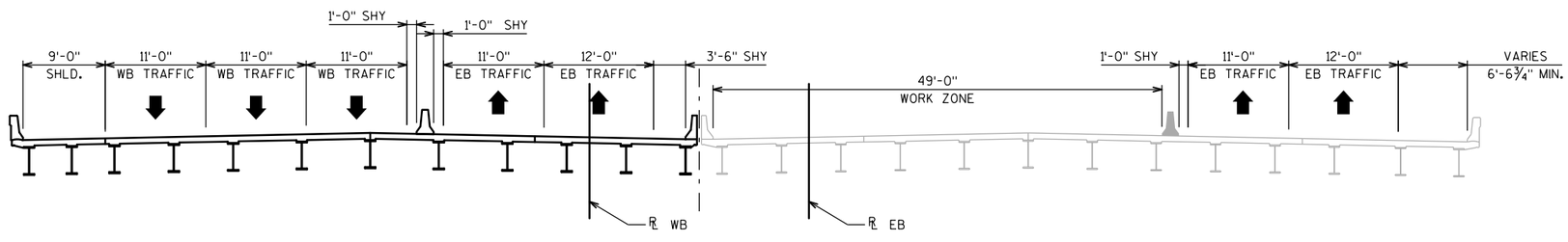
B-13-192 B-13-17

CROSS SECTION THRU ROADWAY
STAGE 1
(LOOKING EAST)



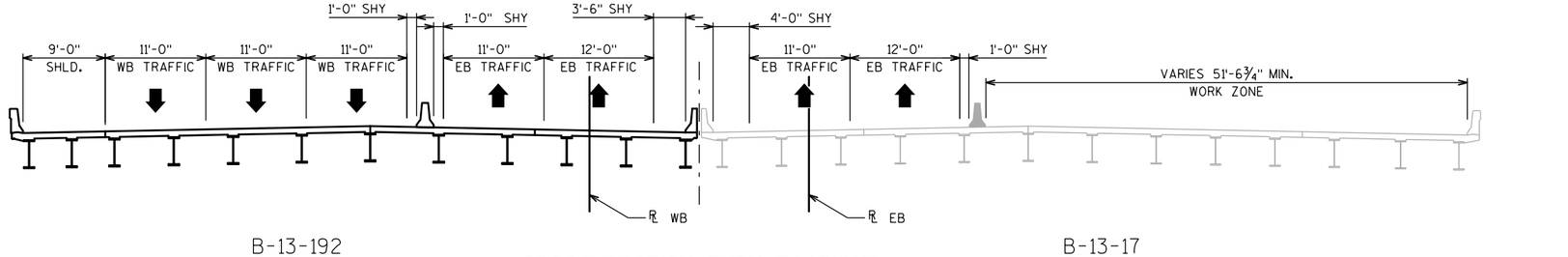
B-13-192 B-13-17

CROSS SECTION THRU ROADWAY
STAGE 2
(LOOKING EAST)



B-13-192 B-13-17

CROSS SECTION THRU ROADWAY
STAGE 3
(LOOKING EAST)



B-13-192 B-13-17

CROSS SECTION THRU ROADWAY
STAGE 4
(LOOKING EAST)

NOTES

SEE ROADWAY PLANS FOR COMPLETE PROJECT STAGING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

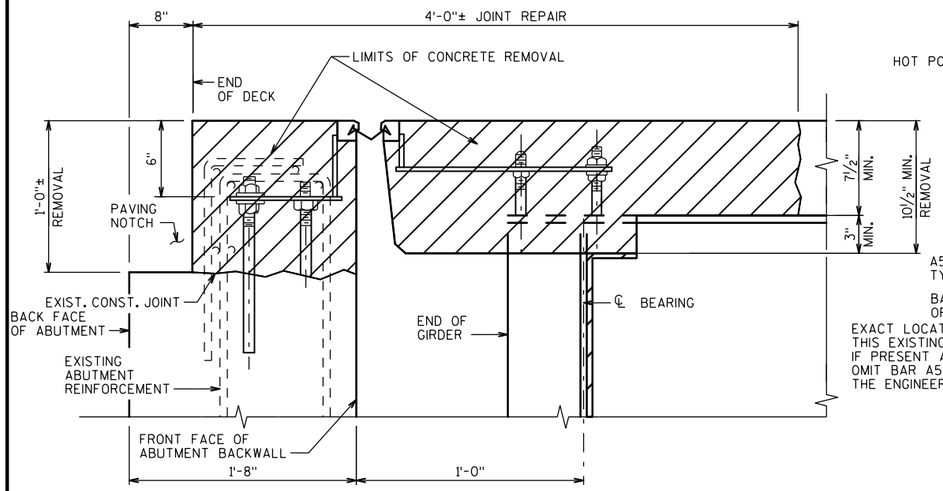
STRUCTURE B-13-192

DRAWN BY KTM | PLANS CK'D. HDA

CONSTRUCTION STAGING

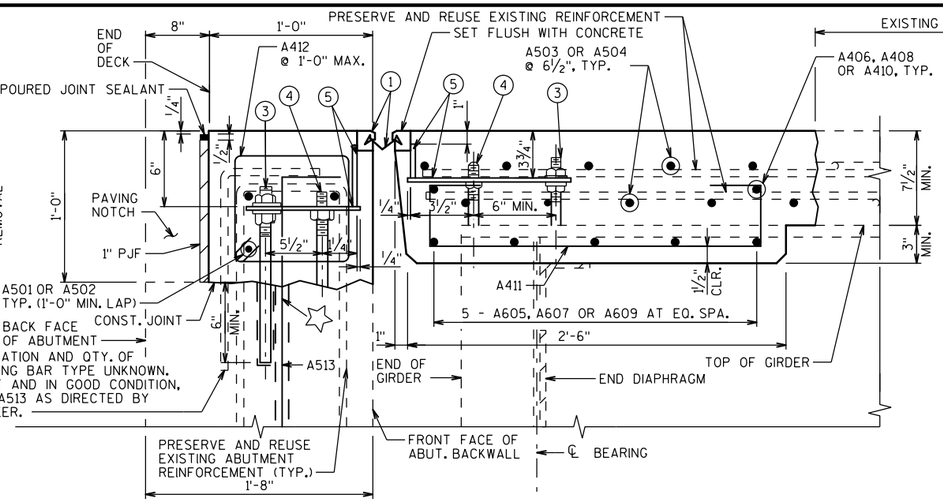
SHEET 3 OF 5

STATE PROJECT NUMBER
1206-04-62



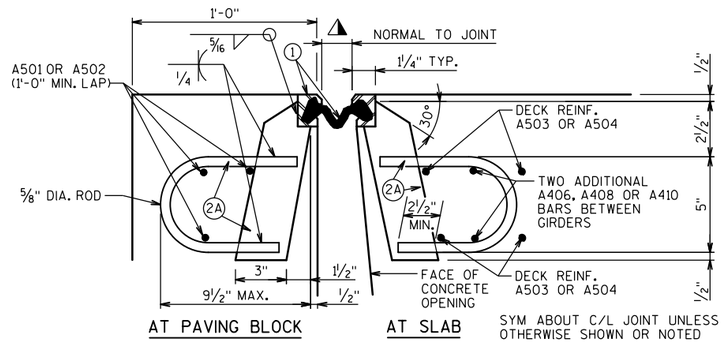
EXISTING SECTION AT ABUTMENTS

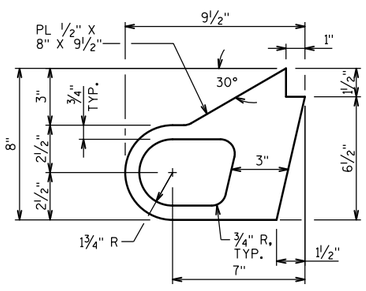
NORMAL TO C/L SUBSTRUCTURE



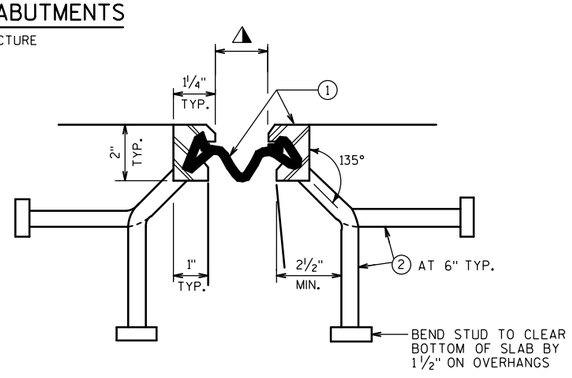
PROPOSED SECTION AT ABUTMENTS

NORMAL TO C/L SUBSTRUCTURE



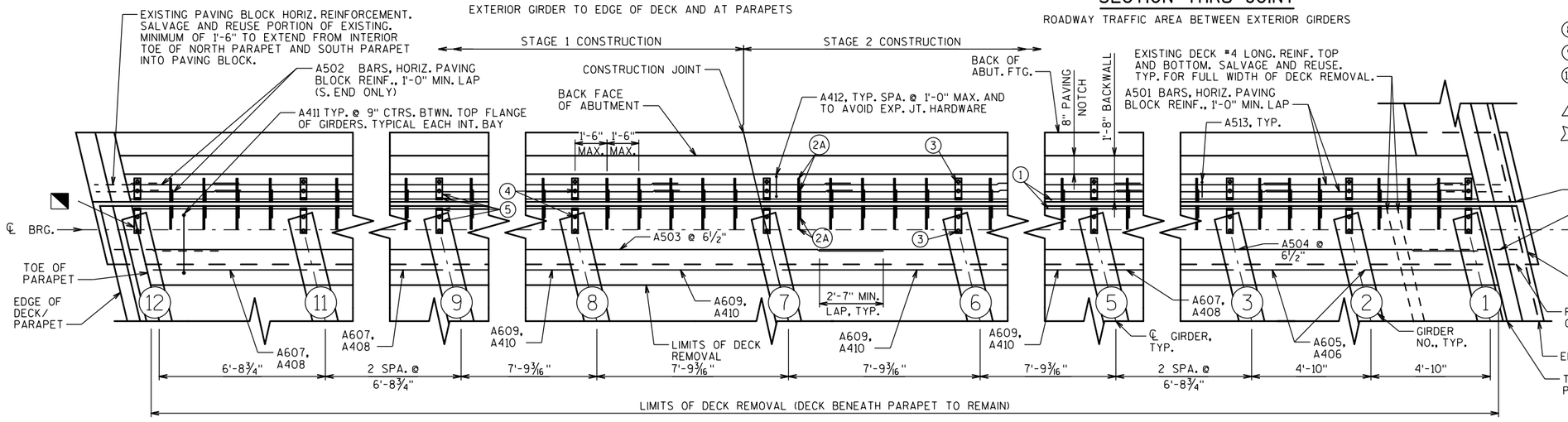


ALTERNATE STRIP SEAL ANCHOR



SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS

IF POSSIBLE, PRESERVE AND REUSE HARDWARE ATTACHED TO GIRDER 12 TO AVOID DISTURBING DECK BENEATH PARAPET

PLAN B-13-17 WEST ABUTMENT/DECK (EAST ABUTMENT/DECK SIMILAR)

(SEE EXPANSION JOINT DETAILS SHEET FOR BILL OF BARS)

EXPANSION JOINT NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 & NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C & D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-13-192".

LEGEND

① NEOPRENE STRIP SEAL (4 - INCH) & STEEL EXTRUSIONS.

② STUDS ⅝" DIA. x 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

2A ½" THICK ANCHOR PLATE WITH ⅝" DIA. ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PL. TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.

③ ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. FOR STEEL GIRDERS WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.

④ ¾" DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.

⑤ FABRICATE SUPPORT FROM 3" x ½" BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" DIA. HOLE FOR NO. 3 AND 1" DIA. HOLE FOR NO. 4.

⑥ GALVANIZED PLATE ⅜" x 10½" x 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.

⑦ ¾" DIA. x 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTER SUNK HOLE. RECESS 1⁄16" BELOW PLATE SURFACE.

⑧ ¾" DIA. x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

⑨ ¾" DIA. x 2 1⁄4" GALVANIZED THREADED COUPLING.

⑩ 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. SLOT PARALLEL TO DIRECTION OF MOVEMENT.

◭ SET JOINT OPENING AT 1¾"

MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED A MINIMUM OF 1'-6" INTO CONCRETE SPACE AT 1'-0" MAX. AND AVOID EXPANSION JOINT HARDWARE. TURN 10" LEG AS NECESSARY TO FIT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-192

DRAWN BY EAJ | PLANS CK'D. HDA

EXPANSION JOINT

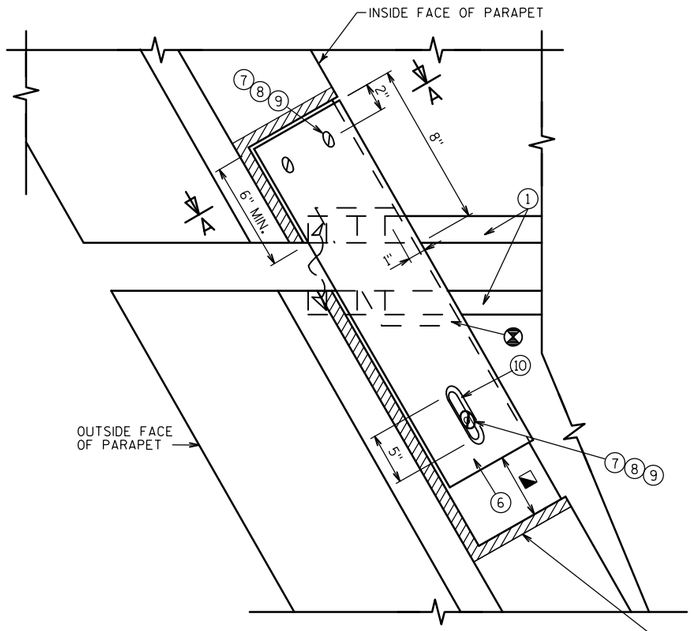
SHEET 4 OF 5

500

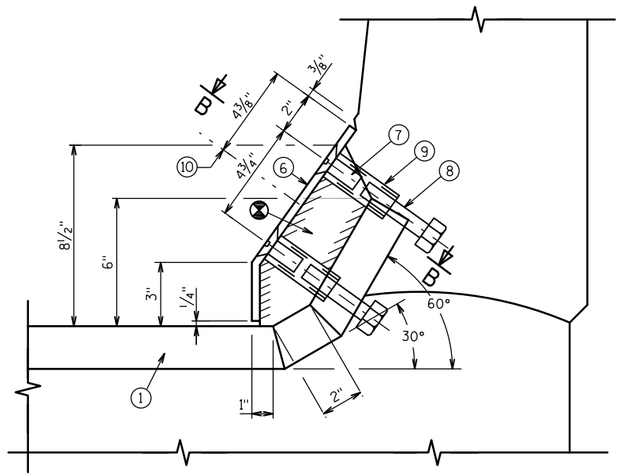
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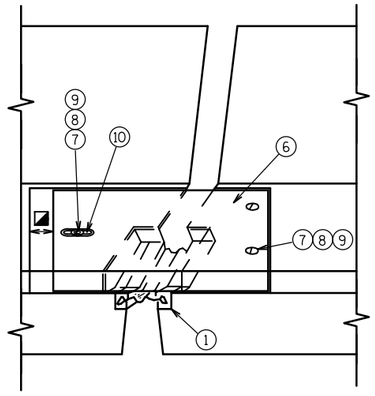
STATE PROJECT NUMBER
1206-04-62



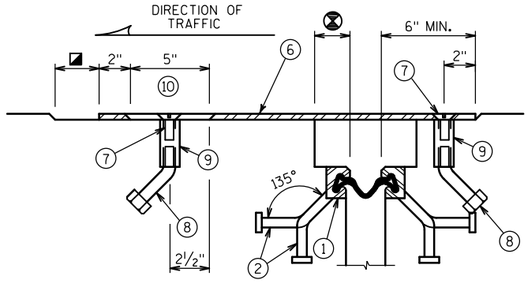
PLAN AT SLOPED FACE PARAPET



SECTION A-A



VIEW OF SLOPED FACE PARAPET
PLATES FROM ROADWAY

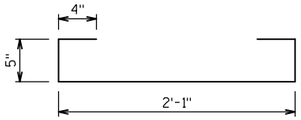


SECTION B-B

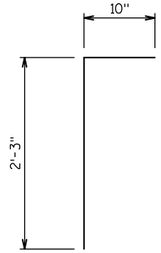
BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
A501	X	60	8'-0"			PAVING BLOCK - HORIZ. STAGES 1 AND 2
A502	X	6	4'-3"			PAVING BLOCK - HORIZ. STAGE 1
A503	X	20	40'-0"			DECK - TRANSVERSE STAGE 1
A504	X	20	37'-2"			DECK - TRANSVERSE STAGE 2
A605	X	20	4'-4"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 2
A406	X	16	4'-4"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 2
A607	X	50	6'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 1 AND 2
A408	X	40	6'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 1 AND 2
A609	X	40	7'-3"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 1 AND 2
A410	X	32	7'-3"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 1 AND 2
A411	X	194	3'-3"	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
A412	X	152	3'-2"	X		PAVING BLOCK - STIRRUP
☆ A513	X	152	3'-0"	X		PAVING BLOCK - ANCHOR

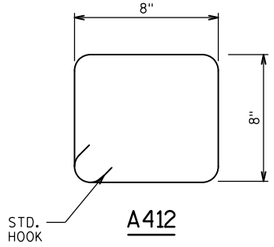
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.



A411



A513



A412

NOTE

SEE EXPANSION JOINT SHEET FOR ADDITIONAL INFORMATION.

LEGEND

⊗ BLOCK OUT CONCRETE 2" EACH SIDE FOR JOINT OPENING

◪ JOINT OPENING DIM. ALONG SKEW PLUS ½"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

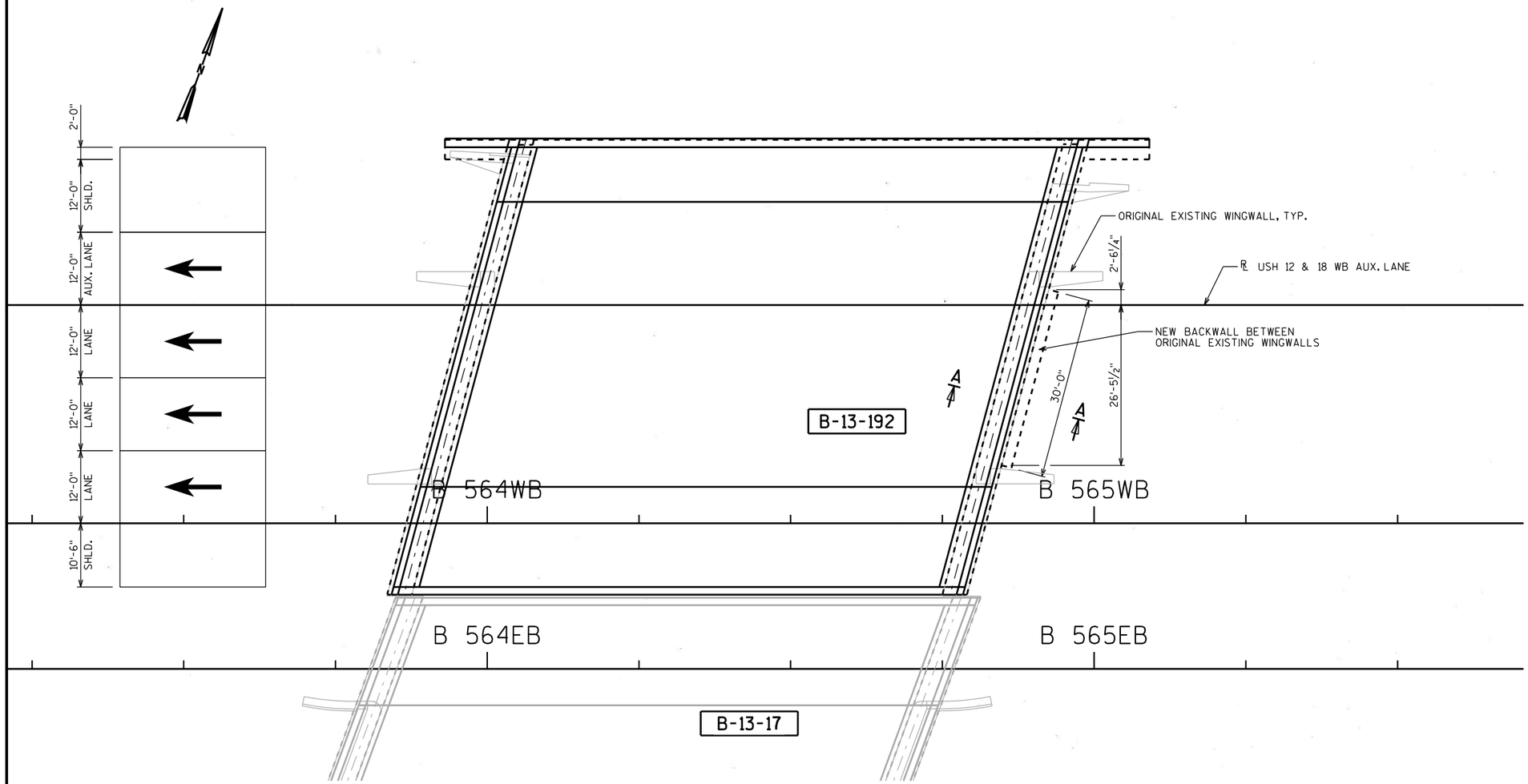
STRUCTURE B-13-192

DRAWN BY EAJ | PLANS CK'D. HDA

EXPANSION JOINT DETAILS

SHEET 5 OF 5

STATE PROJECT NUMBER
1206-04-62



PLAN

(SINGLE SPAN STEEL PLATE GIRDERS)

NOTES

SEE SHEET 5B FOR SECTION A-A

LEGEND

TRAFFIC DIRECTION

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY ..... f'c = 4,000 psi
BAR STEEL REINFORCEMENT ..... fy = 60,000 psi

Plan Sheet Accepted By WISDOT
BUREAU OF STRUCTURES

WISCONSIN
JAMES W. CARTER III
E-35165
MILWAUKEE, WIS.
7-23-14
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	BY
1	7/23/14	NEW SHEET	MSS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-192

DRAWN BY MSS | PLANS CK'D. JWC

BACKWALL REPAIR PLAN

SHEET 5A OF 5

501A

8

8

FILE NAME : W:\HomeWork\Schroeder_Matt\Beltline Abutment Rehab\080101_gp.dgn PLOT DATE : 23-JUL-2014 11:03 PLOT BY : MSCMSS PLOT NAME : 080101_gp PLOT SCALE : 20:1

STATE PROJECT NUMBER
1206-04-62

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE L NO. 5 BARS", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

CLEAN AND FILL EXISTING CRACKS IN BACKWALL WITH POLYURETHANE CRACK SEALER. PAYMENT IS INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

THE EASTBOUND AND WESTBOUND ALIGNMENTS SHOWN ON THE PLANS ARE PARALLEL TO EACH OTHER.

INSTALL AT EXISTING PAVING NOTCH A NEW 1" POLYSTYRENE PAD THE LENGTH OF THE RETROFIT WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

EXISTING UTILITIES ATTACHED TO THE BRIDGE TO REMAIN IN PLACE AND IN SERVICE.

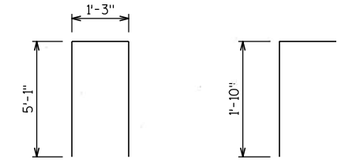
BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS OTHERWISE NOTED.

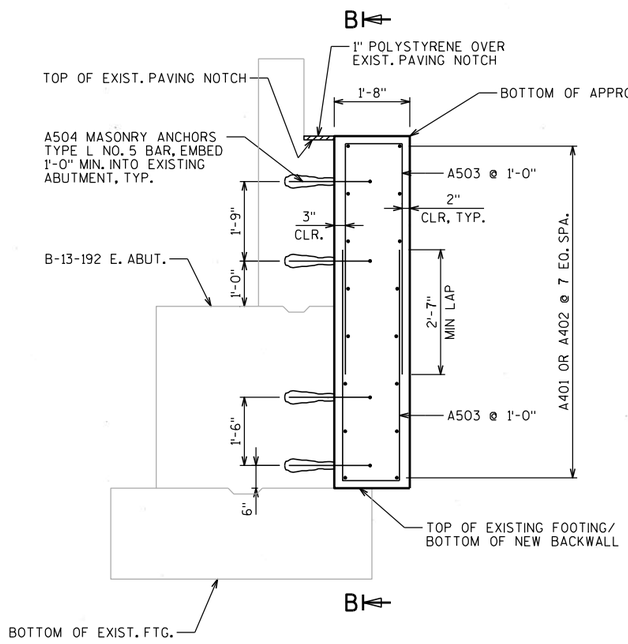
BACKWALL REPAIR ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
502.0100	CONCRETE MASONRY BRIDGES	CY	14
502.5005	CONCRETE MASONRY ANCHORS TYPE L NO. 5 BARS	EACH	80
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	1,240
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	6
	NON-BID ITEMS		
	POLYURETHANE JOINT SEALER	-	-
	POLYSTYRENE	SIZE	1"

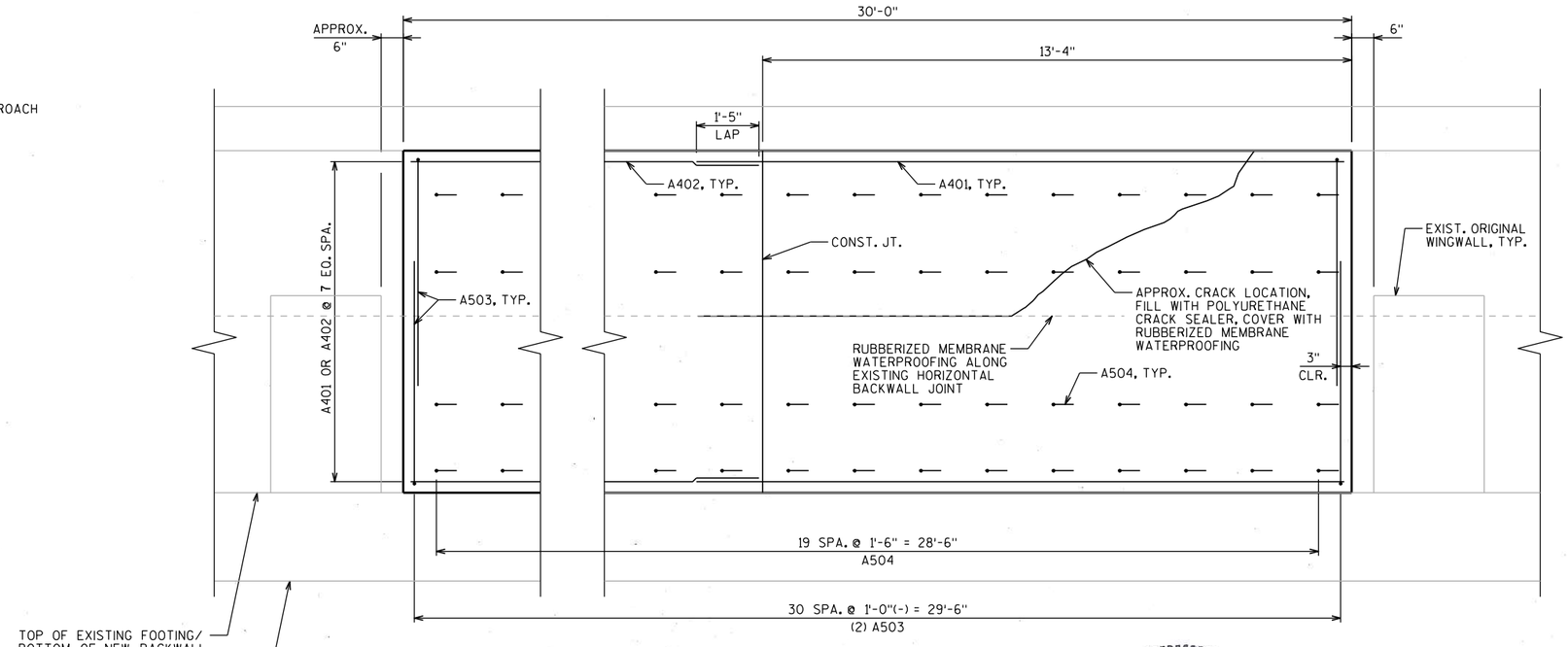
BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
A401	X	16	14'-8"			BACKWALL - HORIZ.
A402	X	16	16'-4"			BACKWALL - HORIZ.
A503	X	62	11'-2"	X		BACKWALL - VERT.
A504	X	80	2'-3"	X		BACKWALL - ANCHORS





SECTION A-A
(LOOKING NORTH)



SECTION B-B
(LOOKING WEST)

Plan Sheet Accepted By WISDOT
BUREAU OF STRUCTURES

WISCONSIN
JAMES W. CARTER III
E-35165
7-23-14
MILWAUKEE, WIS.
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	BY
1	7/23/14	NEW SHEET	MSS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-192

DRAWN BY MSS | PLANS CK'D. JWC

BACKWALL REPAIR DETAILS

SHEET 5B OF 5

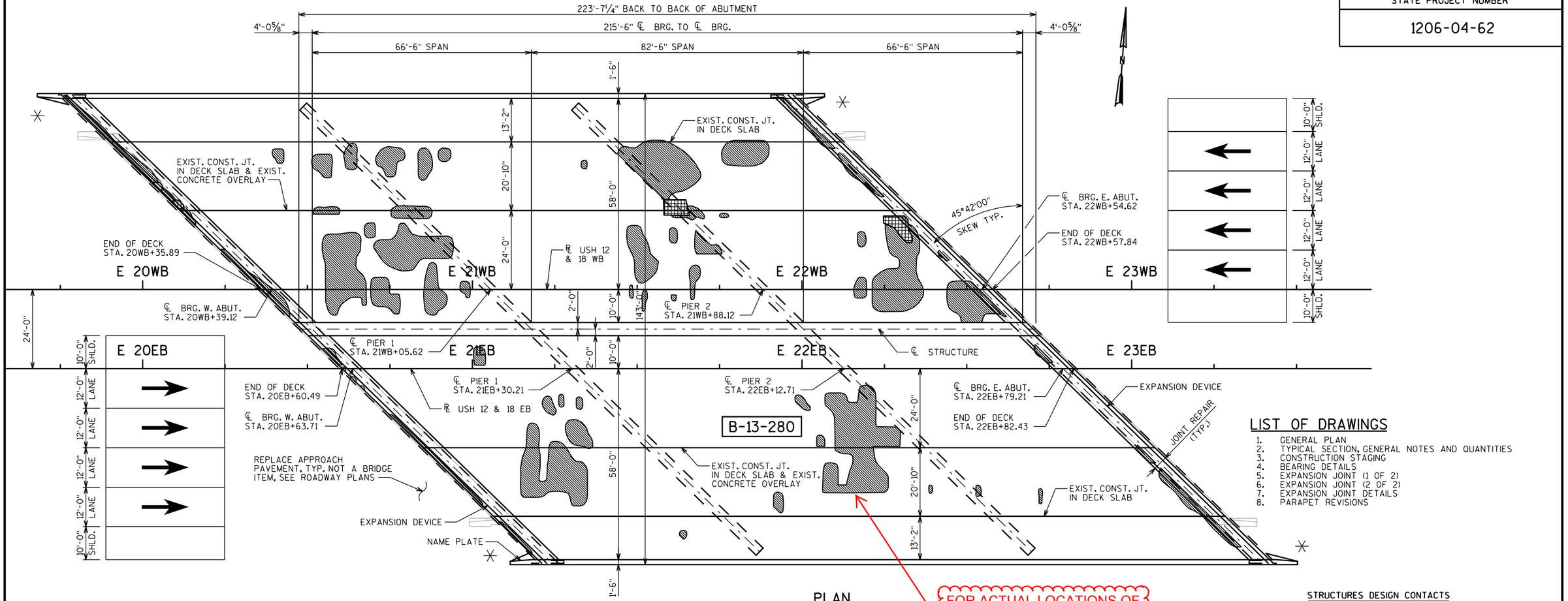
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STATE PROJECT NUMBER
1206-04-62



PLAN

(3-SPAN 34" STEEL GIRDERS)

FOR ACTUAL LOCATIONS OF REMOVALS AS DIRECTED BY THE ENGINEER SEE SHEET 8A.

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTION, GENERAL NOTES AND QUANTITIES
3. CONSTRUCTION STAGING
4. BEARING DETAILS
5. EXPANSION JOINT (1 OF 2)
6. EXPANSION JOINT (2 OF 2)
7. EXPANSION JOINT DETAILS
8. PARAPET REVISIONS

LEGEND

→ TRAFFIC DIRECTION

✳ PROVIDE ANCHORAGE FOR STEEL PLATE BEAM GUARD (REMOVAL AND REPLACEMENT OF END OF CONCRETE PARAPET REQUIRED)

TRAFFIC DATA

USH 12/18 EB & WB

A.D.T. = 123,000 (2014)
R.D.S. = 60 MPH

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS20
INVENTORY RATING: HS15
OPERATING RATING: HS27
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 190 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi
BAR STEEL REINFORCEMENT ..... fy = 60,000 psi
STEEL BEARINGS
(A.S.T.M. A709 GRADE 50W) ..... fs = 27,000 psi

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 7/15/13)

FIELD OBSERVATIONS SUMMARY		S.N. B-13-280	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	30178	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	3030	10.0
SPALL	ft^2	7	<0.1
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	72	0.2
CONCRETE PATCH	ft^2	5	<0.1

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, CONCRETE PATCH, SHADE/DEBRIS

WISCONSIN PROFESSIONAL ENGINEER — ELIZABETH A. JELINEK E-40123 MILWAUKEE WI 12/11/13

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB 11414 W. PARK PLACE MILWAUKEE, WI 53224 (414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 12/11/13
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-13-280

USH 12 & 18 OVER WSOR (FORMERLY CMSTPP RR)

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
DANE	MADISON

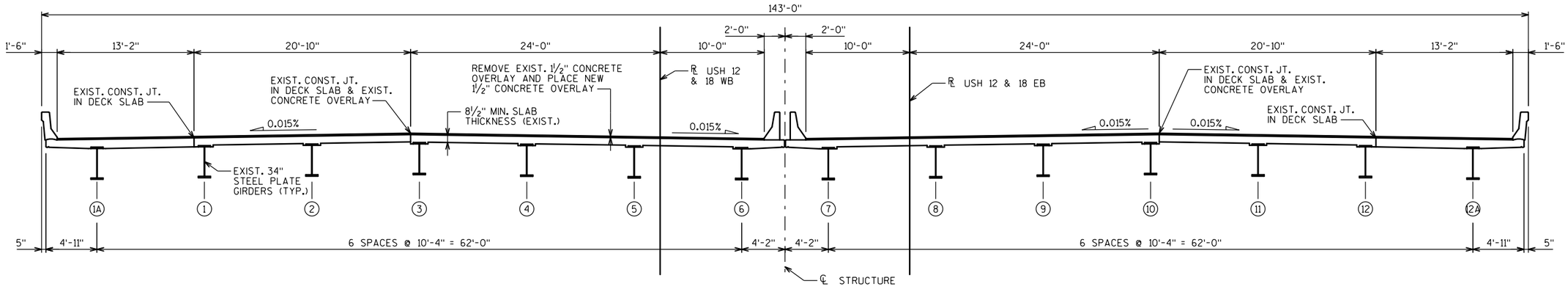
DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	KTM	DESIGN CK'D.	HDA	DRAWN BY	KTM	PLANS CK'D.	HDA

GENERAL PLAN — SHEET 1 OF 8

FILE NAME : \\madw00\ingrproj\60002\b1\B-13-280\cds\080101_gp.dgn PLOT DATE : 10/14/2013 PLOT BY : ejelinek PLOT NAME : $FILE$ PLOT SCALE : 30:1

STATE PROJECT NUMBER
1206-04-62



DECK CROSS SECTION

(LOOKING EAST)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

INFRARED INSPECTION DATA PROVIDED FOR INFORMATION ONLY. INFRARED INSPECTION DATE: 7-15-2013

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- PREPARATION DECKS
- CONCRETE SURFACE REPAIR
- FULL DEPTH DECK REPAIR

QUANTITES SHOWN FOR THE ABOVE BID ITEMS, EXCEPT BEARING WORK, ARE APPROXIMATE.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE L", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE, SHALL BE PAID FOR IN THE LUMP SUM PRICE BID AS "EXPANSION DEVICE B-13-280".

CONTACT THE BUREAU OF STRUCTURES DESIGN SECTION BEFORE PLACEMENT OF THE OVERLAY IF THE AVERAGE THICKNESS OF THE NEW OVERLAY WILL EXCEED ½" MORE THAN THE AVERAGE OVERLAY THICKNESS SHOWN ON THIS PLAN.

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED ON STRUCTURE B-13-280 TO THE FOLLOWING SURFACES:
- TOP OF DECK/SLAB OVERLAY
- TOP AND INSIDE FACES OF NEW CONCRETE AT PARAPET REPAIRS/REPLACEMENTS

PROTECTIVE SURFACE TREATMENT, PAID FOR UNDER "PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED ON STRUCTURE B-13-280 TO THE FOLLOWING SURFACES:
- TOP AND INSIDE FACES OF EXISTING PARAPETS

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1" JOINT FILLER WITH HOT POURED JOINT SEALANT (½" DEEP AND HOLD ¼" BELOW SURFACE OF CONCRETE).

REMOVE DESIGNATED MOVEABLE BEARING ASSEMBLIES AT THE ABUTMENTS AND PIERS UNDER THE BID ITEM "REMOVING BEARINGS B-13-280" AND REPLACE IN KIND.

ANY EXCAVATION REQUIRED TO COMPLETE THE PAVING BLOCK AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

REPLACEMENT MOVEABLE BEARINGS SHALL BE PAINTED LIGHT GRAY, FEDERAL COLOR NUMBER 26293.

REMOVE EXISTING CONCRETE OVERLAY. MILL SURFACE OF ORIGINAL DECK ±¼". MILLING SHALL BE INCLUDED WITH THE BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY".

THE EASTBOUND AND WESTBOUND ALIGNMENTS SHOWN ON THE PLANS ARE PARALLEL TO EACH OTHER.

NEW CONCRETE AT JOINT REPAIR IS PAID FOR AS "CONCRETE MASONRY OVERLAY DECKS".

INSTALL AT PAVING NOTCH A NEW 1" PREFORMED JOINT FILLER WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS".

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR.

"REMOVING OLD STRUCTURE STA. 22EB+00" INCLUDES PARTIAL REMOVAL OF ALL WINGWALL PARAPETS AS INDICATED ON PLANS.

"CONCRETE MASONRY BRIGES" INCLUDES CONCRETE REQUIRED TO REPAIR/REPLACE PARAPET AT ALL WINGWALLS.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS OTHERWISE NOTED.

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
203.0200.05	REMOVING OLD STRUCTURE STA. 22EB+00	LS	1
203.0225.S	DEBRIS CONTAINMENT B-13-280	LS	1
502.0100	CONCRETE MASONRY BRIDGES	CY	3
502.3100.05	EXPANSION DEVICE B-13-280	LS	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	3,364
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	350
502.5005	MASONRY ANCHORS TYPE L NO. 5 BARS	EACH	404
502.5010	MASONRY ANCHORS TYPE L NO. 6 BARS	EACH	40
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	15,470
505.0904	BAR COUPLERS NO. 4	EACH	32
505.0905	BAR COUPLERS NO. 5	EACH	24
505.0906	BAR COUPLERS NO. 6	EACH	80
506.0907	BAR COUPLERS NO. 7	EACH	40
506.6000	BEARING ASSEMBLIES EXPANSION B-13-280	EACH	4
506.7050.S	REMOVING BEARINGS B-13-280	EACH	4
509.0301	PREPARATION DECKS TYPE 1	SY	402
509.0302	PREPARATION DECKS TYPE 2	SY	161
509.1000	JOINT REPAIR	SY	173
509.1500	CONCRETE SURFACE REPAIR	SF	40
509.2000	FULL-DEPTH DECK REPAIR	SY	67
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	293
509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY B-13-280	SY	3,181
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	4
SPV.0090.05	SILICONE BRIDGE JOINT SEALANT	LF	222
SPV.0180.03	CLEAN ABUTMENT SEATS	SY	112
	NON-BID ITEMS		
	NAME PLATE	EACH	1
	PREFORMED JOINT FILLER	SIZE	1"

ALL ITEMS ARE CATEGORY 0070

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-280

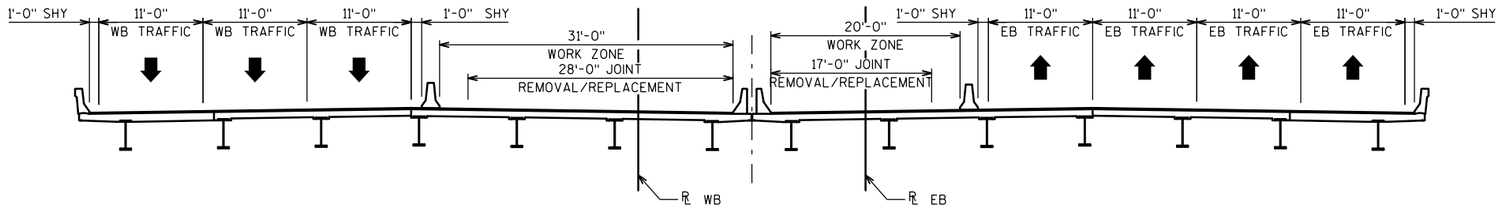
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TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

SHEET 2 OF 8

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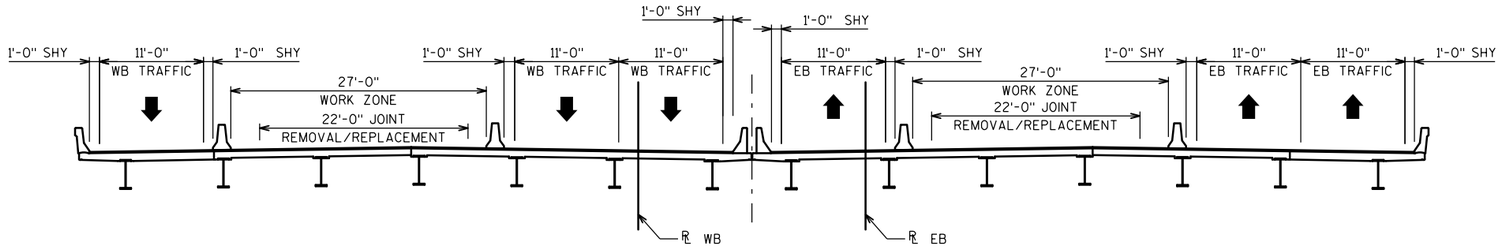
STATE PROJECT NUMBER
1206-04-62



CROSS SECTION THRU ROADWAY

STAGE 1

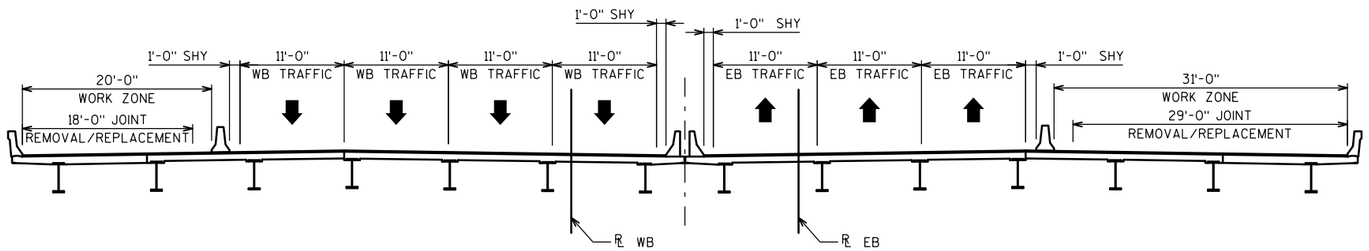
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CROSS SECTION THRU ROADWAY

STAGE 2

(LOOKING EAST)



CROSS SECTION THRU ROADWAY

STAGE 3

(LOOKING EAST)

NOTES

SEE ROADWAY PLANS FOR COMPLETE PROJECT STAGING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-280

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CONSTRUCTION STAGING

SHEET 3 OF 8

8

8

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STATE PROJECT NUMBER
1206-04-62

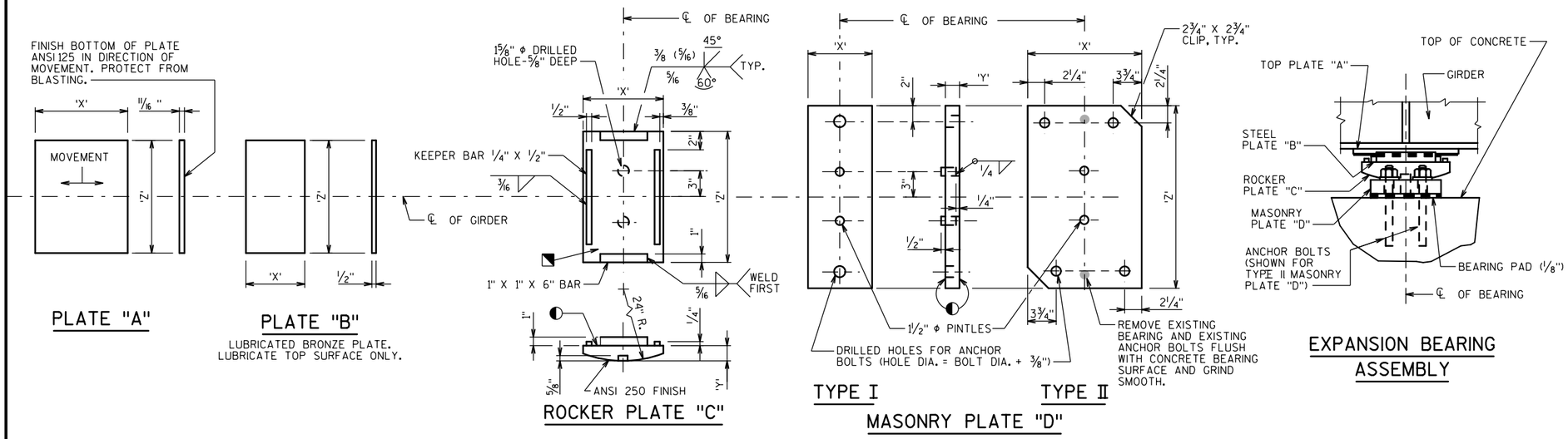
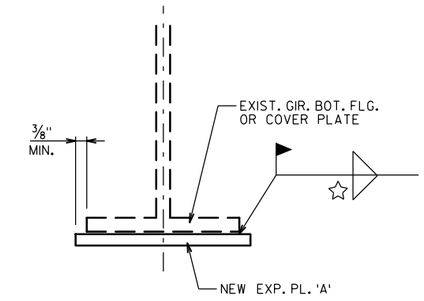


	PLATE "A"		PLATE "B"		PLATE "C"			PLATE "D"			PLATE "D" TYPE	ANCHOR BOLT SIZE	NO. OF BRG'S REQ'D.	LOCATION
	'X'	'Z'	'X'	'Z'	'X'	'Y'	'Z'	'X'	'Y'	'Z'				
EXPANSION BEARING	11"	1'-2"	7"	1'-2"	9"	1 11/16 "	1'-4 1/4"	1'-3"	1 1/2"	2'-0"	II	1 1/4"ϕ	4	ABUTMENTS - SEE LOCATION PLAN



BEARING REPLACEMENT DETAILS

BEARING NOTES

ALL BEARINGS ARE SYMMETRICAL ABOUT ℄ OF GIRDER AND ℄ OF BEARING.

ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED STEEL PLATES WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL.

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL FINISHED SURFACES SHALL BE MACHINE FINISHED BY AN AUTOMATIC PROCESS.

CHAMFER ANCHOR BOLTS PRIOR TO THREADING.

ANCHOR BOLTS SHALL BE THREADED 3". PROVIDE ONE STANDARD WROUGHT WASHER AND ONE HEX NUT PER BOLT. BOLT LENGTH TO BE 1'-5 FOR 1 1/4" ϕ AND 1'-10 FOR 1 1/2" ϕ BOLTS. PROJECT ANCHOR BOLTS, MASONRY PLATE "D" THICKNESS + 2 1/4", ABOVE TOP OF CONCRETE.

CHAMFER TOP OF PINTLES 1/8". DRILL HOLES FOR ALL PINTLES IN MASONRY PLATE "D" FOR A DRIVING FIT.

ALL MATERIAL IN BEARINGS, INCLUDING SHIM PLATES, BUT EXCLUDING ANCHOR BOLTS, PINTLES, NUTS AND WASHERS SHALL CONFORM TO ASTM A709 GRADE 50W.

STEEL PINTLES SHALL CONFORM TO ASTM A449 OR MATERIAL OF EQUIVALENT YIELD STRENGTH AND ELONGATION.

ANCHOR BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A709 GRADE 36, OR MATERIAL OF EQUIVALENT YIELD STRENGTH AND ELONGATION.

PROVIDE 1/8" THICK BEARING PAD THE SAME SIZE AS MASONRY PLATE "D" FOR EACH BEARING.

ALL MATERIAL IN BEARINGS, INCLUDING SHIM PLATES AND BEARING PADS, SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING ASSEMBLIES EXPANSION B-13-280", EACH.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153, CLASS C.

EXPANSION BEARINGS:
TOP PLATE "A" AND STEEL PLATE "B" SHALL BE SHOP PAINTED. USE A WELDABLE PRIMER ON TOP PLATE "A".
ROCKER PLATE "C" AND MASONRY PLATE "D" SHALL BE GALVANIZED.

◐ FINISH THESE SURFACES TO ANSI 250 IF 'Y' DIMENSION IS GREATER THAN 2".

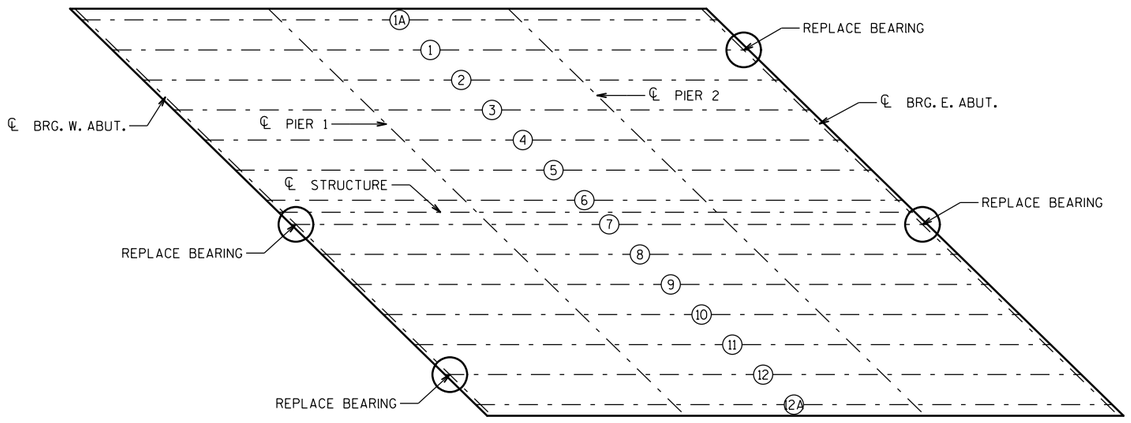
◥ PROVIDE A METHOD FOR HANDLING ROCKER PLATE "C" DURING GALVANIZING.

☆ TABLE OF FILLET WELD SIZES

MATERIAL THICKNESS OF THICKER PART JOINED.	‡ MIN. SIZE OF FILLET WELD
TO 1/2" INCLUSIVE	3/16"
OVER 1/2" TO 3/4"	1/4"
OVER 3/4" TO 1 1/2"	△ 5/16"
OVER 1 1/2" TO 2 1/4"	△ 3/8"
OVER 2 1/4" TO 6"	△ 1/2"

‡ EXCEPT THAT THE WELD SIZE SHALL NOT EXCEED THE THICKNESS OF THE THINNER PART JOINED.

△ MIN. PASS SIZE IS 5/16"



BEARING REPLACEMENT LOCATIONS

(X) GIRDER NUMBER

REMOVE INDICATED BEARINGS. CUT OFF EXISTING ANCHORS BOLTS AND GRIND FLUSH WITH ABUTMENT SEAT. PAID FOR UNDER BID ITEM "REMOVING BEARINGS B-13-280".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-280

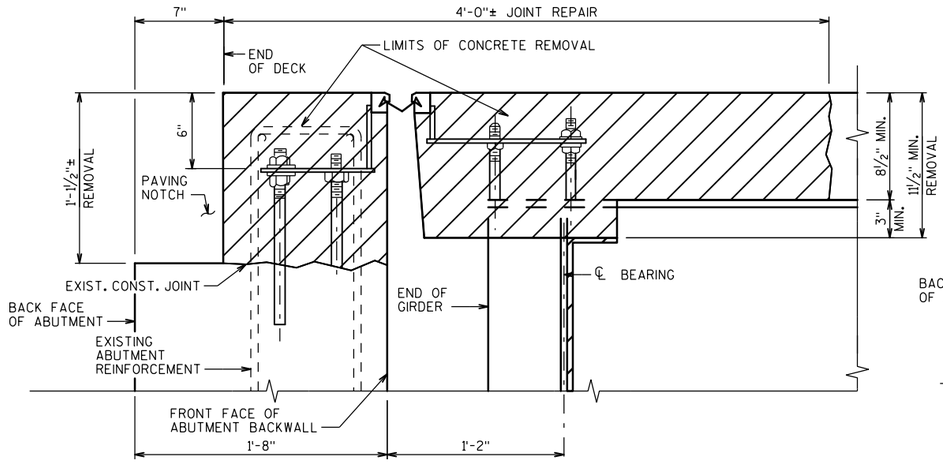
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BEARING DETAILS

SHEET 4 OF 8

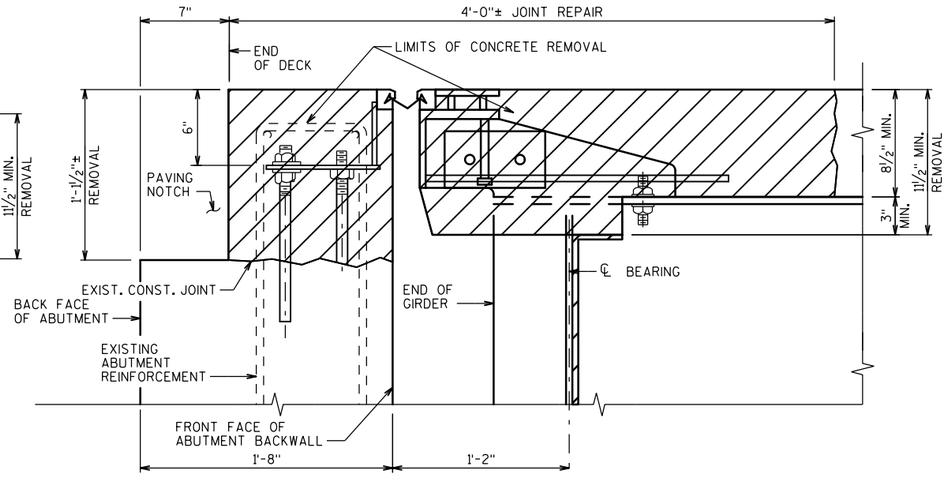
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STATE PROJECT NUMBER
1206-04-62



EXISTING SECTION AT ABUTMENTS (EXTERIOR PORTION, APPROX. 19' EACH END)

NORMAL TO ℄ SUBSTRUCTURE



EXISTING SECTION AT ABUTMENTS (INTERIOR PORTION)

NORMAL TO ℄ SUBSTRUCTURE

EXPANSION JOINT NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS. UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 & NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C & D.

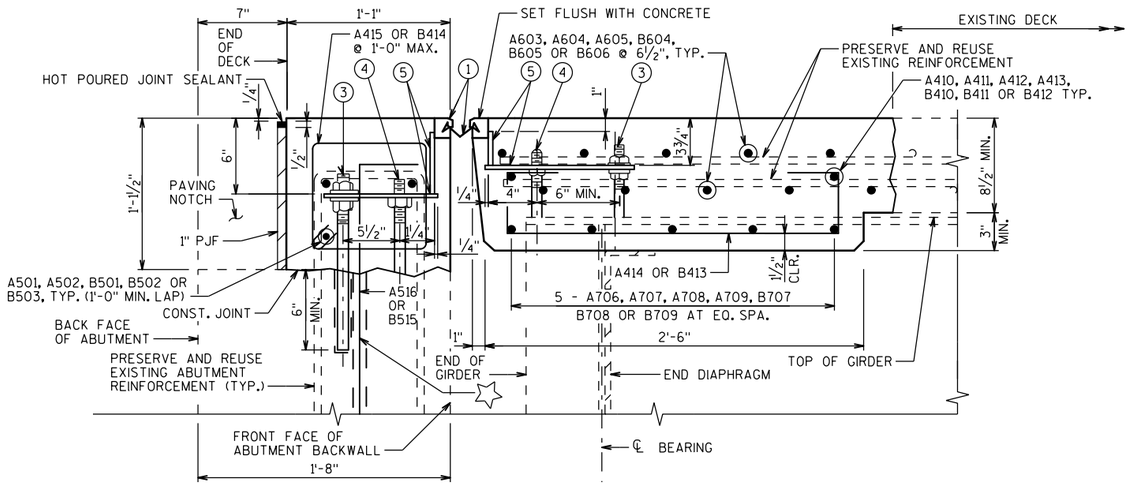
STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-13-280".

LEGEND

1. NEOPRENE STRIP SEAL (4 - INCH) & STEEL EXTRUSIONS.
2. STUDS ⅝" DIA. x 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝" DIA. ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PL. TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
3. ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. FOR STEEL GIRDERS WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾" DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" x ½" BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" DIA. HOLE FOR NO. 3 AND 1" DIA. HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" x 10½" x 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.
7. ¾" DIA. x 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTER SUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾" DIA. x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾" DIA. x 2 ¼" GALVANIZED THREADED COUPLING.
10. 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. SLOT PARALLEL TO DIRECTION OF MOVEMENT.

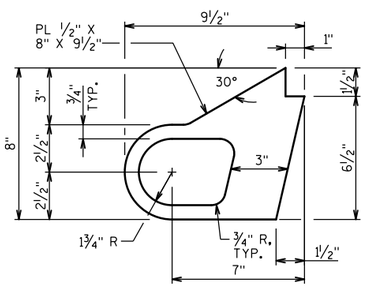
◭ SET JOINT OPENING AT 1¾"

☆ MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED A MINIMUM OF 1'-6" INTO CONCRETE SPACE AT 1'-0" MAX. AND AVOID EXPANSION JOINT HARDWARE. TURN 10" LEG AS NECESSARY TO FIT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

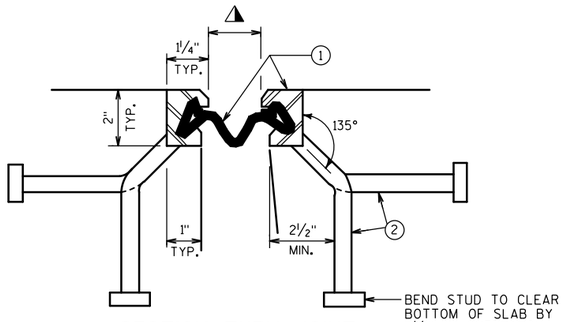


PROPOSED SECTION AT ABUTMENTS

NORMAL TO ℄ SUBSTRUCTURE

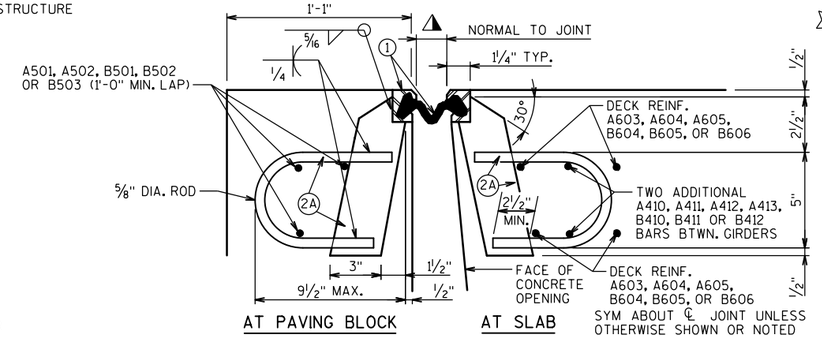


ALTERNATE STRIP SEAL ANCHOR



SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

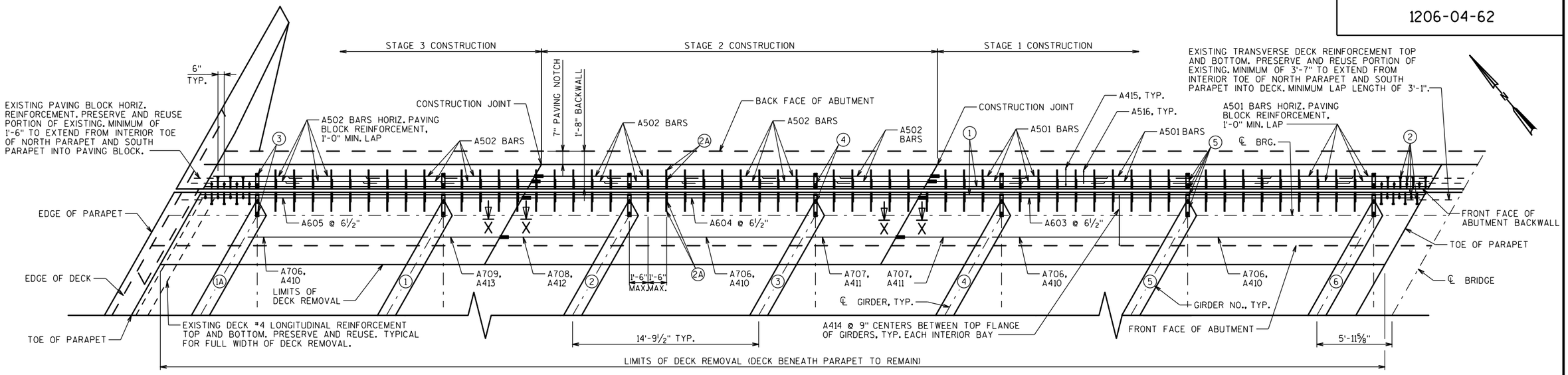
STRUCTURE B-13-280

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EXPANSION JOINT (1 OF 2)

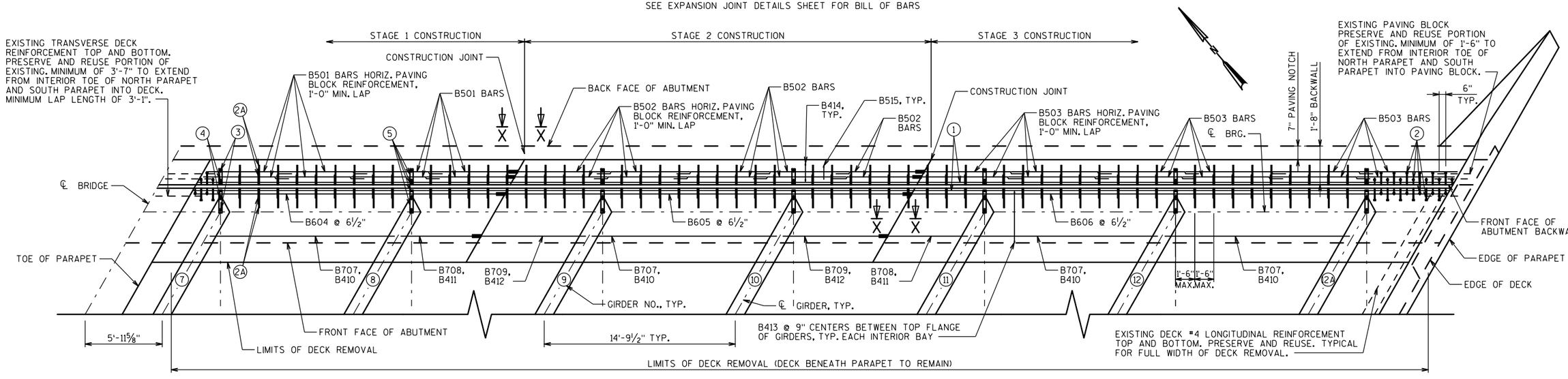
SHEET 5 OF 8

STATE PROJECT NUMBER
1206-04-62



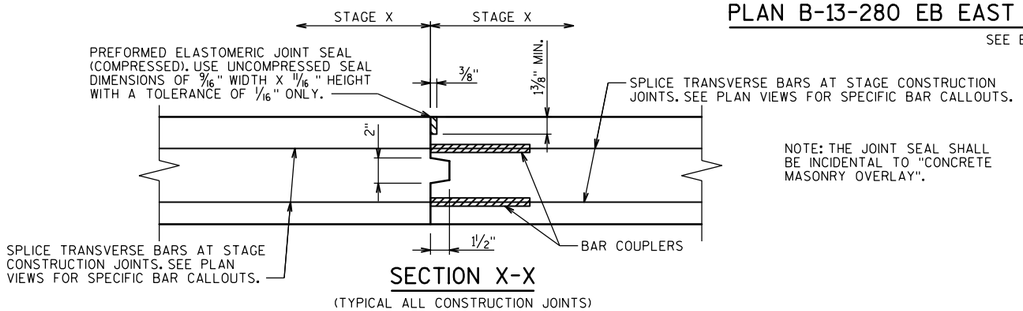
PLAN B-13-280 WB EAST ABUTMENT/DECK (WB WEST ABUTMENT/DECK SIMILAR)

SEE EXPANSION JOINT DETAILS SHEET FOR BILL OF BARS



PLAN B-13-280 EB EAST ABUTMENT/DECK (EB WEST ABUTMENT/DECK SIMILAR)

SEE EXPANSION JOINT DETAILS SHEET FOR BILL OF BARS



SECTION X-X

(TYPICAL ALL CONSTRUCTION JOINTS)

NOTE: THE JOINT SEAL SHALL BE INCIDENTAL TO "CONCRETE MASONRY OVERLAY".

NOTE

SEE "EXPANSION JOINT (1 OF 2)" SHEET FOR ADDITIONAL INFORMATION.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-280

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EXPANSION JOINT (2 OF 2)

SHEET 6 OF 8

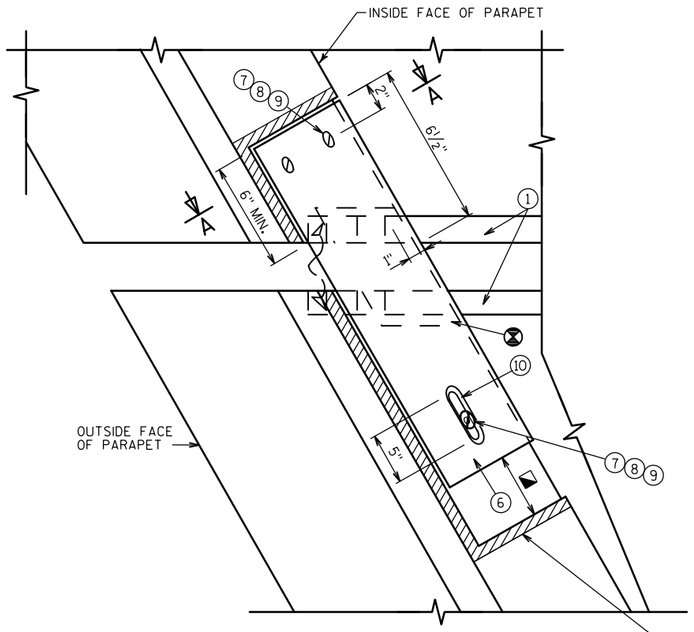
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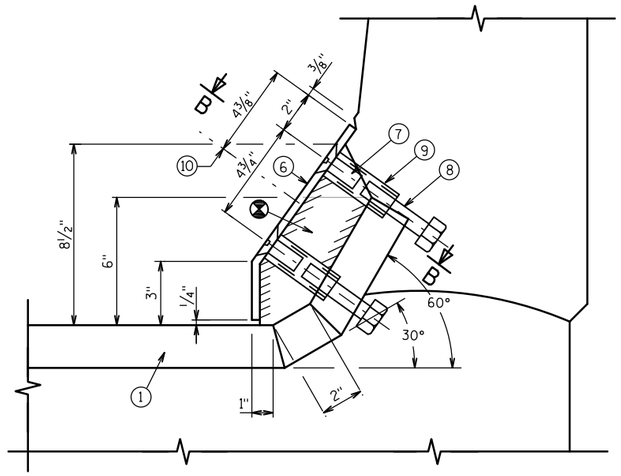
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STATE PROJECT NUMBER
1206-04-62



PLAN AT SLOPED FACE PARAPET

REMOVE AS NEEDED TO INSTALL NEW ITEMS AT PARAPET



SECTION A-A

B-13-280 WB BILL OF BARS

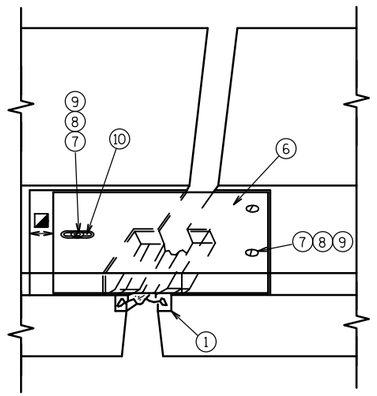
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
A501	X	36	7'-6"			PAVING BLOCK - HORIZ. STAGE 1
A502	X	54	7'-2"			PAVING BLOCK - HORIZ. STAGES 2 & 3
A603	X	20	39'-10"			DECK - TRANSVERSE STAGE 1
A604	X	20	31'-6"			DECK - TRANSVERSE STAGE 2
A605	X	20	25'-6"			DECK - TRANSVERSE STAGE 3
A706	X	40	14'-3"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A707	X	20	7'-1"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 1 & 2
A708	X	10	9'-0"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 2
A709	X	10	5'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 3
A410	X	32	14'-3"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A411	X	16	7'-1"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 1 & 2
A412	X	8	9'-0"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 2
A413	X	8	5'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 3
A414	X	228	3'-5"	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
A415	X	196	3'-4"	X		PAVING BLOCK - STIRRUP
☆ A516	X	196	3'-0"	X		PAVING BLOCK - ANCHOR

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

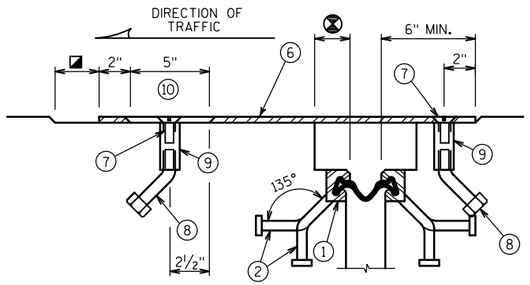
B-13-280 EB BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
B501	X	24	6'-10"			PAVING BLOCK - HORIZ. STAGE 1
B502	X	30	7'-2"			PAVING BLOCK - HORIZ. STAGE 2
B503	X	36	7'-9"			PAVING BLOCK - HORIZ. STAGE 3
B604	X	20	24'-1"			DECK - TRANSVERSE STAGE 1
B605	X	20	31'-6"			DECK - TRANSVERSE STAGE 2
B606	X	20	41'-3"			DECK - TRANSVERSE STAGE 3
B707	X	40	14'-3"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
B708	X	20	6'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 1 & 3
B709	X	20	8'-1"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 2
B410	X	32	14'-3"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
B411	X	16	6'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 1 & 3
B412	X	16	8'-1"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 2
B413	X	228	3'-5"	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
B414	X	196	3'-4"	X		PAVING BLOCK - STIRRUP
☆ B515	X	196	3'-0"	X		PAVING BLOCK - ANCHOR

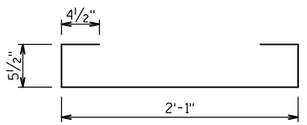
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.



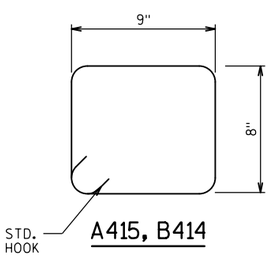
VIEW OF SLOPED FACE PARAPET PLATES FROM ROADWAY



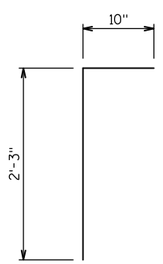
SECTION B-B



A414, B413



A415, B414



A516, B515

NOTE

SEE EXPANSION JOINT SHEETS FOR ADDITIONAL INFORMATION.

LEGEND

⊗ BLOCK OUT CONCRETE 2" EACH SIDE FOR JOINT OPENING

◪ JOINT OPENING DIM. ALONG SKEW PLUS ½"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-280

DRAWN BY EAJ | PLANS CK'D. HDA

EXPANSION JOINT DETAILS

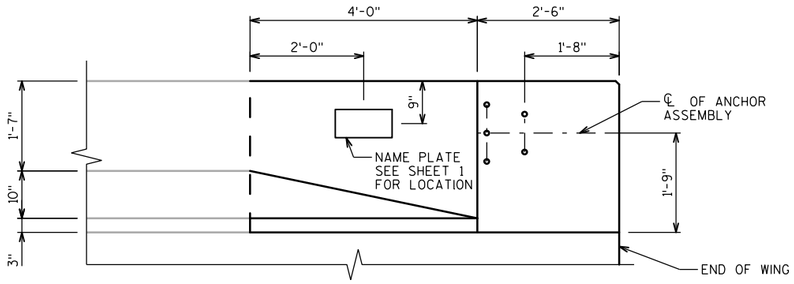
SHEET 7 OF 8

508

8

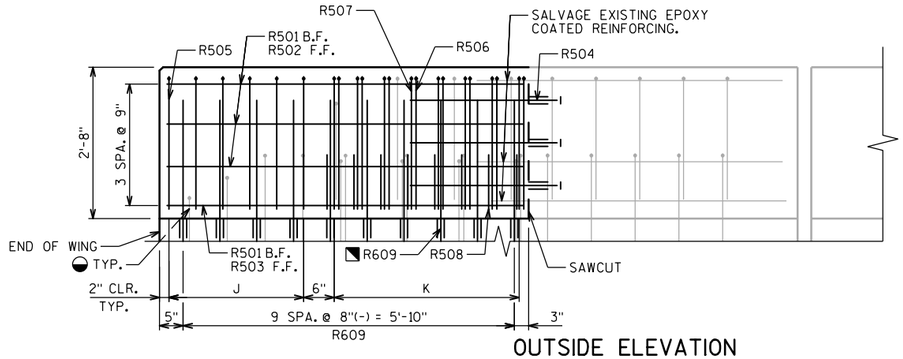
8

STATE PROJECT NUMBER
1206-04-62



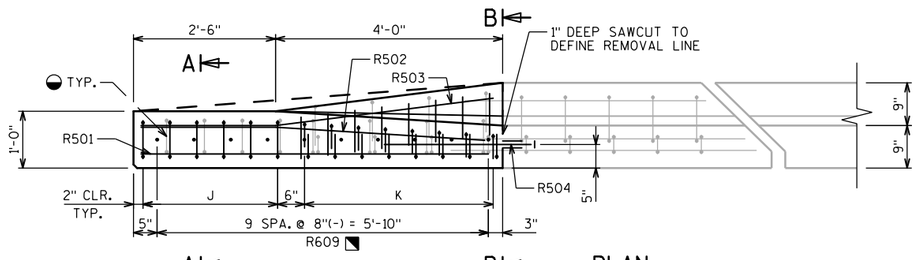
INSIDE ELEVATION

NE AND SW WINGS SHOWN. NW AND SE SIMILAR.



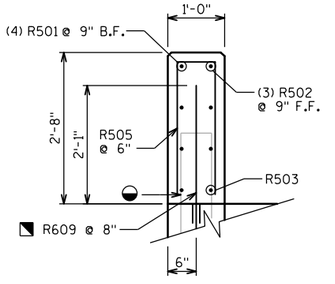
OUTSIDE ELEVATION

NE AND SW WINGS SHOWN. NW AND SE SIMILAR.

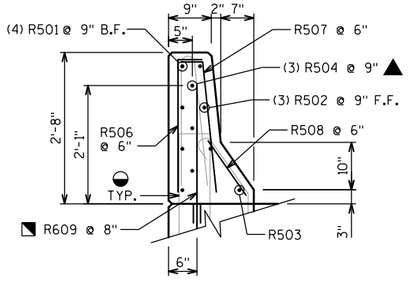


PLAN

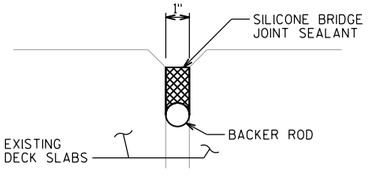
NE AND SW WINGS SHOWN. NW AND SE SIMILAR.
'J' = 5 SPA. @ 6" (-), R505
'K' = 7 SPA. @ 6" (-), R506, R507, R508



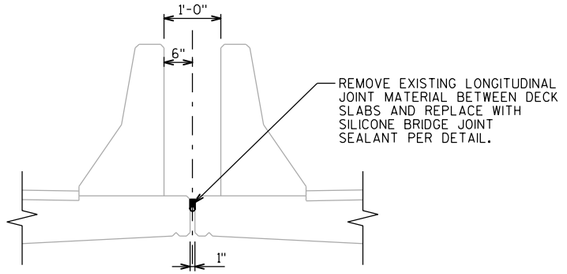
SECTION A-A



SECTION B-B



SILICONE BRIDGE JOINT SEALANT DETAIL

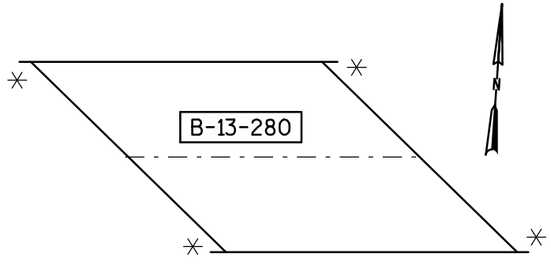


LONGITUDINAL JOINT BETWEEN DECK SLABS

◒ SALVAGE EXISTING VERTICAL REINFORCEMENT BARS AND INCORPORATE INTO NEW WORK. BEND EXISITNG BARS AS NECESSARY TO FIT NEW PARAPET SHAPE.

▲ MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED 6" IN CONCRETE. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

◥ MASONRY ANCHORS, TYPE L NO. 6 BARS. EMBED 6" IN CONCRETE. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.



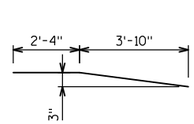
LOCATION PLAN

✳ WING LOCATION FOR PARAPET REMOVAL AND REPLACEMENT

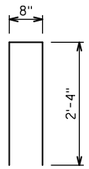
BILL OF BARS

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE

	BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
	R501	X	16	6'-2"		HORIZONTAL BACK FACE
	R502	X	12	6'-2"	X	HORIZONTAL FRONT FACE
	R503	X	4	6'-2"	X	HORIZONTAL FRONT FACE
▲	R504	X	12	2'-7"		HORIZONTAL DOWEL
	R505	X	24	5'-1"	X	VERTICAL STIRRUP
	R506	X	32	2'-7"	X	VERTICAL BACK FACE
	R507	X	32	2'-7"	X	VERTICAL FRONT FACE
	R508	X	32	1'-3"		VERTICAL FRONT FACE
◥	R609	X	40	2'-7"		VERTICAL DOWEL



R502



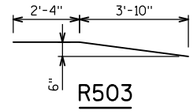
R505



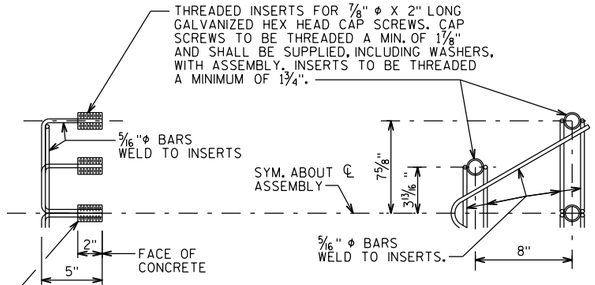
R506



R507



R503



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY BID ITEM SHALL BE "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-280

DRAWN BY KTM | PLANS CK'D. HDA

PARAPET REVISIONS

SHEET 8 OF 8

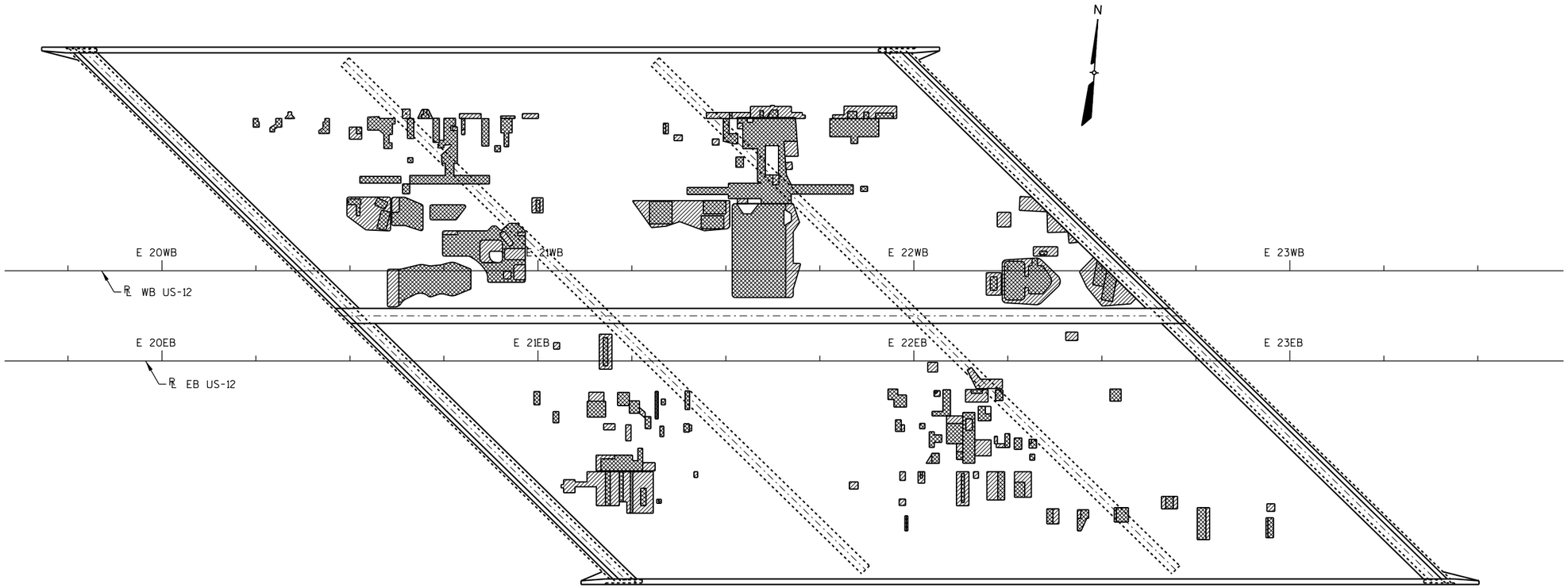
509

8

8

STATE PROJECT NUMBER

1206-04-62



PLAN

LEGEND

TYPE 1 REMOVAL

TYPE 2 REMOVAL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-280

DRAWN BY MJK | PLANS CK'D.

EB & WB REMOVALS

SHEET 8A

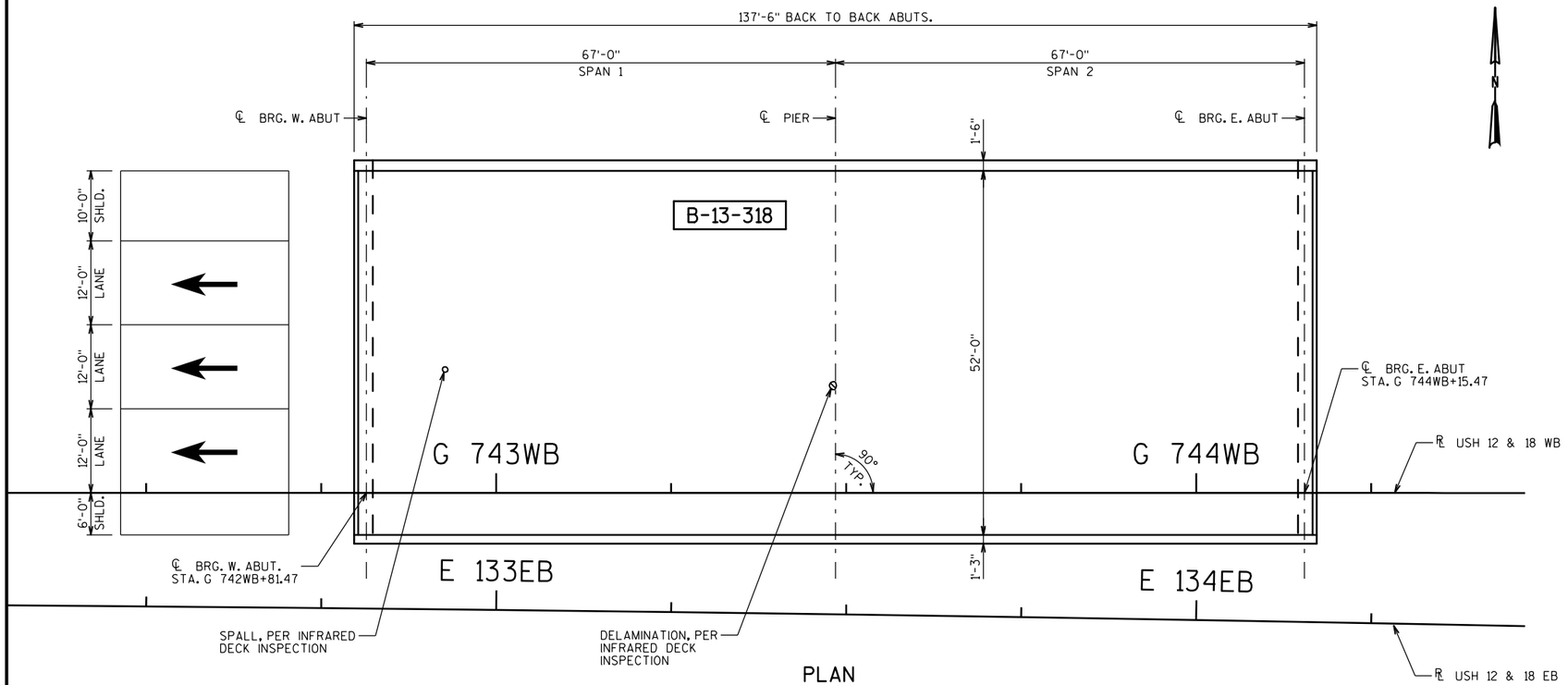
509A

8

8

PRINTER DRIVER: S:_dcm-CADstds_Libraries\WISDOT\MicroStation\Resources\MS_Printing\Printer_Drivers\AE_PDF.11 x 17.plt
PEN TABLE: C:_dcm-CADstds_Libraries\WISDOT\Microstation\Resources\MS_Printing\Pen tables\AE_WisDOT.tbl
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PLOT DATE: 12/23/2014 PLOT TIME: 9:30:52 AM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1206-04-62



PLAN

(2-SPAN 36" PRESTRESSED GIRDERS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

SCOPE OF WORK FOR THIS STRUCTURE INCLUDES ONLY ISOLATED AREA(S) OF DECK PATCHING. LOCATIONS AND LIMITS OF THE FOLLOWING DECK PATCHING BID ITEMS TO BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

- PREPARATION DECKS
- SAWING PAVEMENT DECK PREPARATION AREAS

DECK PATCHING MATERIAL SHALL BE "POLYESTER POLYMER CONCRETE MASONRY".

QUANTITES SHOWN FOR ALL BID ITEMS ARE APPROXIMATE.

INFRARED INSPECTION DATA PROVIDED FOR INFORMATION ONLY. INFRARED INSPECTION PERFORMED BY AECOM, 7-16-2013.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

LIST OF DRAWINGS

1. GENERAL PLAN

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 7/16/13)

FIELD OBSERVATIONS SUMMARY		S.N. B-13-318	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	7150	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	1	<0.1
SPALL	ft^2	1	<0.1
DEBOND	ft^2	N/A	N/A
ASPHALT PATCH	ft^2	0	0
CONCRETE PATCH	ft^2	0	0

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, CONCRETE PATCH, SHADE/DEBRIS

LEGEND

TRAFFIC DIRECTION

TRAFFIC DATA

USH 12/18 EB & WB

A.D.T. = 104,000 (2012)
R.D.S. = 60 MPH

DESIGN DATA

RATINGS (TAKEN FROM HSI 12-9-2013)

DESIGN LOADING: HS20
INVENTORY RATING: HS23
OPERATING RATING: HS31
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 190 KIPS

ULTIMATE STRESSES FOR MATERIALS

POLYESTER POLYMER CONCRETE MASONRY..... f'c = 1,000 psi (8 HRS)
5,000 psi (24 HRS)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
509.0301	PREPARATION DECKS TYPE 1	SY	0.6
509.0302	PREPARATION DECKS TYPE 2	SY	0.3
SPV.0025.01	POLYESTER POLYMER CONCRETE MASONRY	CF	1.9
SPV.0090.04	SAWING PAVEMENT DECK PREPARATION AREAS	LF	14

ALL ITEMS ARE CATEGORY 0010

WISCONSIN PROFESSIONAL ENGINEER
HEATHER D. ANDERS, P.E.
33441-006
CEDARBURG, WI
12-20-2013

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB 11414 W. PARK PLACE MILWAUKEE, WI 53224 (414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 12/21/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-13-318

USH 12 & 18 WB OVER MONONA DR.

COUNTY	TOWN/CITY/VILLAGE
DANE	MONONA

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	HDA	DESIGN CK'D.	SR	DRAWN BY	HDA	PLANS CK'D.	SR

GENERAL PLAN

SHEET 1 OF 1

Found no loose anchor rod connections that required tensioning as per specifications.

Found no loose or missing hardware that required tightening as per specifications.

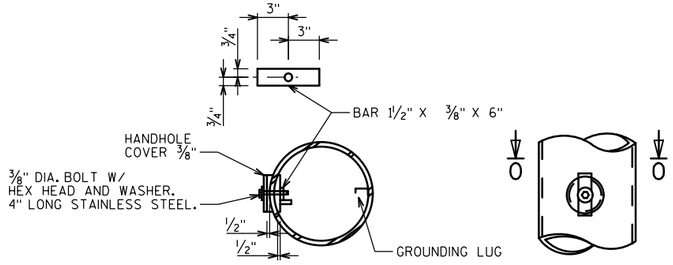
Found no loose post-to-truss connection bolts or splice bolts that required tensioning as per specifications.

STATE PROJECT NUMBER
1206-04-62

TABLE OF ESTIMATED QUANTITIES

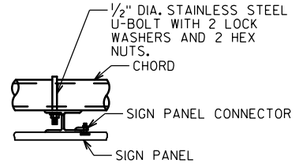
STRUCTURE NUMBER	ELEVATION VIEW SHEET NUMBER	LOCATION	REPLACE MISSING CONDUIT PLUG	TENSION ANCHOR ROD	CLEAN AND PROTECT ANCHOR ROD	REMOVE SIGN BRIDGE WALKWAY	REMOVE GROUT PAD	INSTALL RODENT SCREEN	INSTALL OR TIGHTEN SIGN PANEL HARDWARE	INSTALL OR TIGHTEN HANDHOLE COVER BOLT	INSTALL SIGN BRIDGE ID PLAQUE	TENSION TRUSS CONNECTION BOLT	INSPECT PRIMARY BOLTED CONNECTIONS
			SPV.0060.05	SPV.0060.06	SPV.0060.07	SPV.0060.08	SPV.0060.09	SPV.0060.10	SPV.0060.11	SPV.0060.12	SPV.0060.13	SPV.0060.14	SPV.0105.01
			EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LS
S-13-68	2 OF 14	USH 12 & 18 EB 1/4 MILE WEST OF JOHN NOLEN DR.	1	2	6	1	1	1			1	9	
S-13-69	3 OF 14	USH 12 & 18 WB AT EXIT TO RIMROCK RD.	1		8	1	1	1	3	1	1	17	
S-13-70	4 OF 14	USH 12 & 18 EB 1/8 MILE WEST OF JOHN NOLEN DR.			4		1	1	1		1		
S-13-71	5 OF 14	USH 12 & 18 WB 1/8 MILE EAST OF RIMROCK RD.	1		8	1	1	1	1	2	1	7	
S-13-72	6 OF 14	USH 12 & 18 EB AT EXIT TO JOHN NOLEN DR.	1		8	1	1	1	1		1	6	
S-13-73	7 OF 14	USH 12 & 18 WB AT EXIT TO CTH D	1	8				1			1		
S-13-74	8 OF 14	USH 12 & 18 WB 1/4 MILE EAST OF FISH HATCHERY RD.	1			1		1	1		1		
S-13-149	9 OF 14	USH 12 & 18 EB 1/2 MILE WEST OF I-39/90		6				2	6			2	
S-13-150	10 OF 14	USH 12 & 18 EB 1/2 MILE WEST OF I-39/90						2	2			22	
S-13-151	11 OF 14	USH 12 & 18 EB 1/4 MILE WEST OF I-39		2				1					
S-13-152	12 OF 14	USH 12 & 18 EB AT I-39/90 RAMP						2				32	
S-13-153	13 OF 14	USH 12 & 18 WB AT EXIT TO I-39 NB						2					
S-13-157	14 OF 14	I-94 WB 1/2 MILE EAST OF I-39 NB/I-90 WB						2	1		1		
		TOTAL	6	18	34	5	5	18	16	3	8	95	1

ALL ITEMS ARE CATEGORY 0020

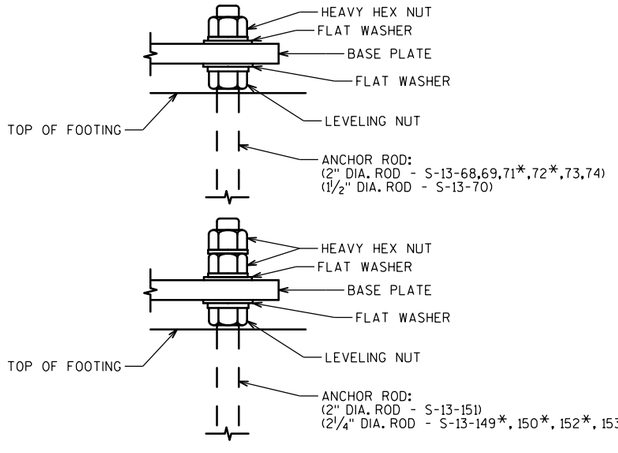


SECTION '0'

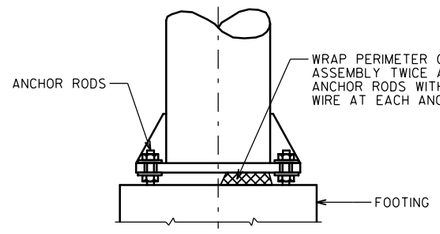
HANDHOLE DETAILS
(FOR SINGLE BOLT CONNECTION)



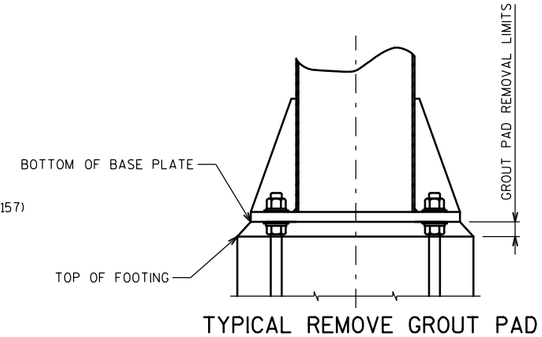
SIGN PANEL CONNECTOR DETAIL
(CONNECTORS CONSIST OF POST CLIP, POST CLIP BOLT, WASHER AND NUT. USE CONNECTORS ON EVERY EXTRUDED JOINT. REFER TO SIGN PLATE MANUAL, INCLUDING PLATES A4-6 AND A5-2, FOR ADDITIONAL INFORMATION.)



TYPICAL ANCHOR ROD ASSEMBLY DETAILS
*REFER TO SIGN STRUCTURE SHEETS FOR ADDITIONAL NOTES



RODENT SCREEN



TYPICAL REMOVE GROUT PAD

GENERAL NOTES:

1. THE CONTRACTOR SHALL VERIFY EXACT LOCATION OF ALL REPAIRS.
2. THE ANCHOR RODS, NUTS, LEVELING NUTS AND WASHERS SHALL BE CLEANED AND GALVANIZED IN ACCORDANCE WITH SECTION 641 OF THE WISDOT STANDARD SPECIFICATIONS. THIS ITEM IS PAID FOR UNDER "CLEAN AND PROTECT ANCHOR ROD" UNLESS THE ANCHOR ROD ASSEMBLIES NEED TO BE TENSIONED. IF TENSIONING OF THE ANCHOR ROD ASSEMBLY IS REQUIRED THAN THIS ITEM IS INCLUDED WITH "TENSION ANCHOR ROD". ANY GROUT PAD REMOVAL (IF REQUIRED) MUST BE COMPLETED PRIOR TO THIS WORK.
3. THE CONTRACTOR SHALL USE ANTI-SIEZE COMPOUND ON ELECTRICAL HANDHOLE COVER BOLTS AND CONDUIT PLUGS PER SECTION 651.3.1(5) OF THE WISDOT STANDARD SPECIFICATIONS.
4. SIGN BRIDGE IDENTIFICATION PLAQUES SHALL BE LOCATED AND FABRICATED IN ACCORDANCE WITH S.D.D. 12A 4-1.
5. WORK SPECIFIED BASED ON HSI SYSTEM MOST CURRENT INSPECTION REPORT RECOMMENDATIONS AND CONDITION STATES.
   - S-13-68: DATED 11-04-2011
   - S-13-69: DATED 11-07-2011
   - S-13-70: DATED 12-03-2011
   - S-13-71: DATED 12-04-2011
   - S-13-72: DATED 12-10-2011
   - S-13-73: DATED 7-22-2013
   - S-13-74: DATED 8-09-2013
   - S-13-149: DATED 11-17-2011
   - S-13-150: DATED 12-10-2011
   - S-13-151: DATED 11-17-2011
   - S-13-152: DATED 11-18-2011
   - S-13-153: DATED 10-29-2011
   - S-13-157: DATED 12-01-2011

ULTIMATE DESIGN STRESSES:

HIGH STRENGTH BOLTS - A325 _____ fy = 92,000 psi

HARDWARE GALVANIZED _____ A153 CLASS C



LIST OF DRAWINGS

1. GENERAL NOTES & QUANTITIES
2. SIGN STRUCTURE S-13-68 LAYOUT
3. SIGN STRUCTURE S-13-69 LAYOUT
4. SIGN STRUCTURE S-13-70 LAYOUT
5. SIGN STRUCTURE S-13-71 LAYOUT
6. SIGN STRUCTURE S-13-72 LAYOUT
7. SIGN STRUCTURE S-13-73 LAYOUT
8. SIGN STRUCTURE S-13-74 LAYOUT
9. SIGN STRUCTURE S-13-149 LAYOUT
10. SIGN STRUCTURE S-13-150 LAYOUT
11. SIGN STRUCTURE S-13-151 LAYOUT
12. SIGN STRUCTURE S-13-152 LAYOUT
13. SIGN STRUCTURE S-13-153 LAYOUT
14. SIGN STRUCTURE S-13-157 LAYOUT

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 12/11/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

SW SIGN BRIDGE REPAIRS

SOUTH MADISON BELTLINE

COUNTY	TOWN/CITY/VILLAGE
DANE	VARIOUS

DESIGN SPEC. REHABILITATION N/A

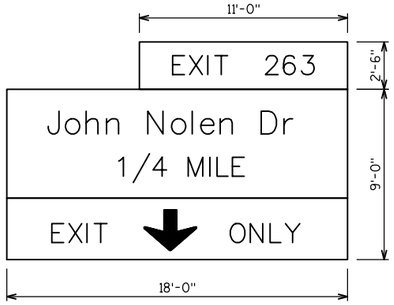
DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
EAJ	HDA	KTM	HDA

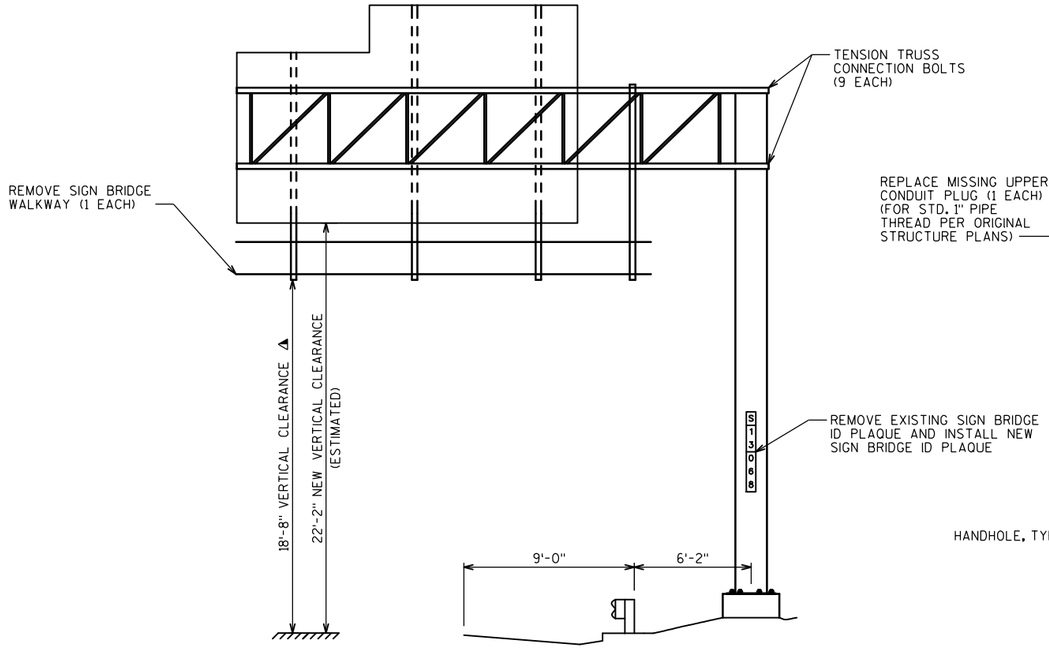
GENERAL NOTES & QUANTITIES

SHEET 1 OF 14

FILE NAME : \\madw00\ingrproj\60002\b1\Sign Structures\cds\080101_gn.dgn PLOT DATE : 10/30/2013 PLOT BY : handers PLOT NAME : $FILE$ PLOT SCALE : 8:1

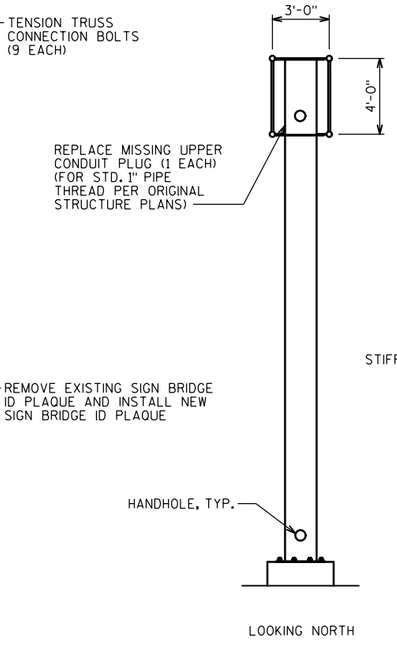
STATE PROJECT NUMBER
1206-04-62





ELEVATION

LOOKING EAST



LOOKING NORTH

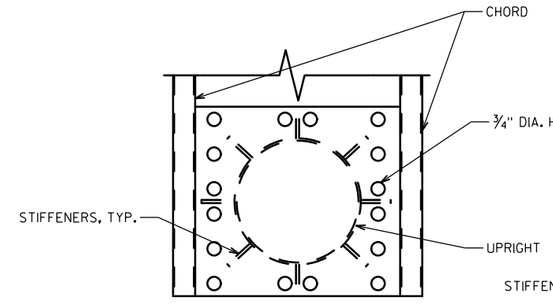
◭ VERTICAL CLEARANCE PER HSI SYSTEM MOST RECENT INSPECTION REPORT DATED 11-4-2011

S-13-68 ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	QUANTITY	
SPV.0060.05	REPLACE MISSING CONDUIT PLUG	EA	1	
SPV.0060.06	TENSION ANCHOR ROD	EA	2	None Found Loose
SPV.0060.07	CLEAN AND PROTECT ANCHOR ROD	EA	6	
SPV.0060.08	REMOVE SIGN BRIDGE WALKWAY	EA	1	
SPV.0060.09	REMOVE GROUT PAD	EA	1	
SPV.0060.10	INSTALL RODENT SCREEN	EA	1	
SPV.0060.13	INSTALL SIGN BRIDGE ID PLAQUE	EA	1	
SPV.0060.14	TENSION TRUSS CONNECTION BOLT	EA	9	None Found Loose

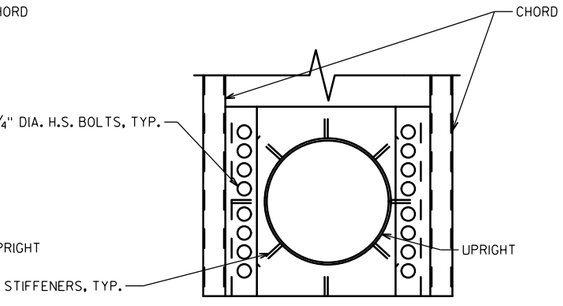
NOTES

1. ALL TRUSS CONNECTION BOLTS ARE ¾" DIA. PER ORIGINAL STRUCTURE PLANS.
2. ALL ANCHOR RODS ARE 2" DIA. PER ORIGINAL STRUCTURE PLANS AND MOST RECENT INSPECTION REPORT DATED 11-04-2011.



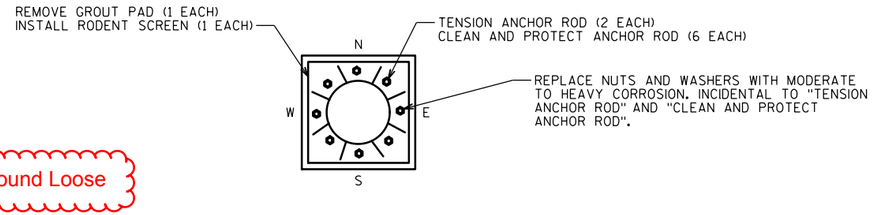
UPPER TRUSS TO COLUMN CONNECTION

UPPER FRONT (2), UPPER BACK (3)



LOWER TRUSS TO COLUMN CONNECTION

LOWER FRONT (3), LOWER BACK (1)



FOUNDATION DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

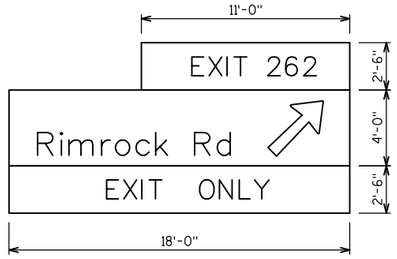
STRUCTURE S-13-68

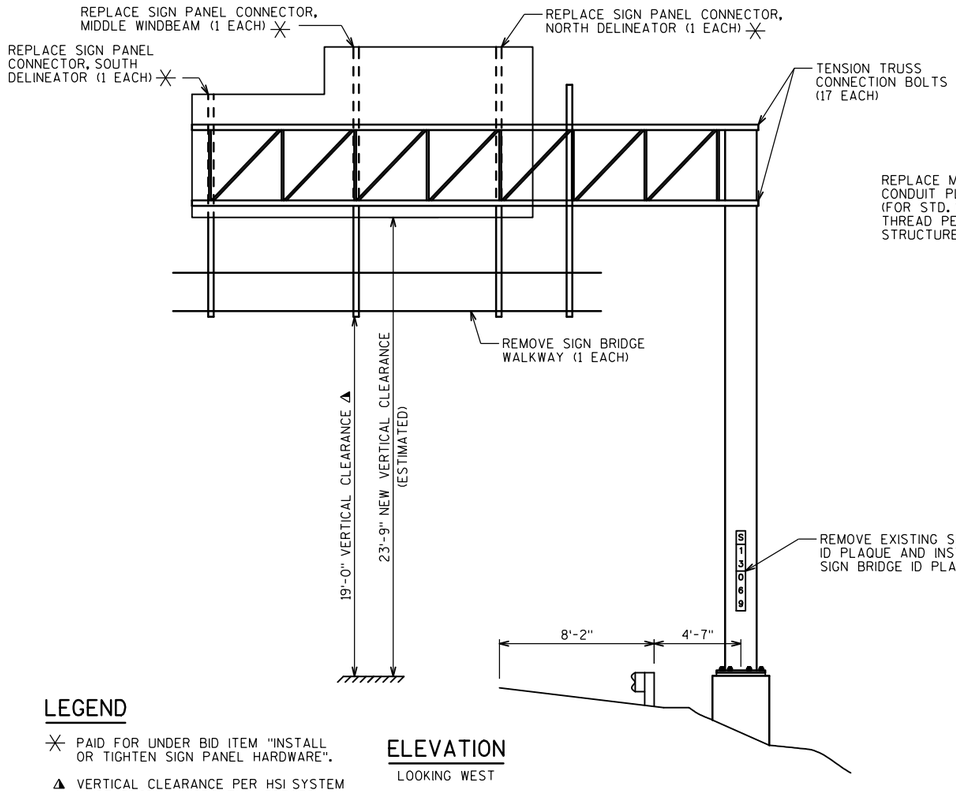
DRAWN BY KTM | PLANS CK'D. HDA

SIGN STRUCTURE S-13-68 LAYOUT

SHEET 2 OF 14

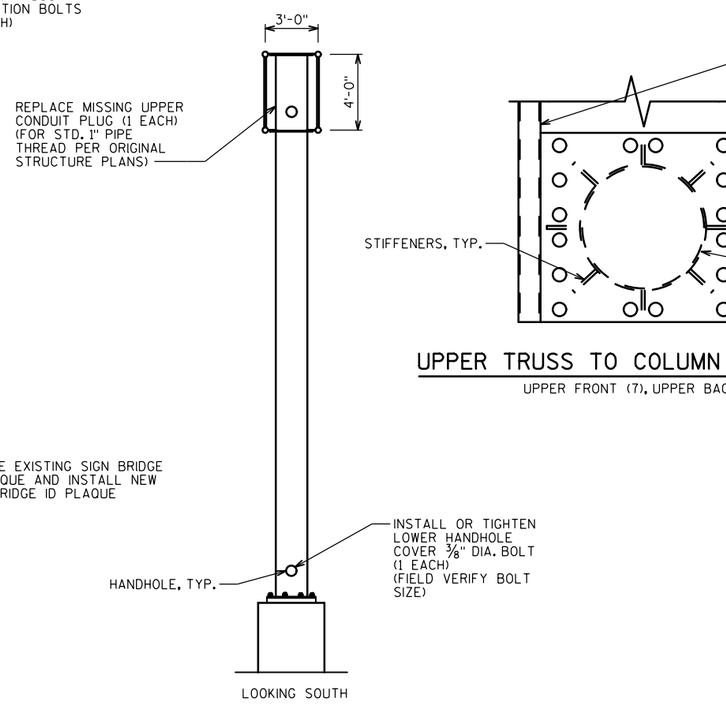
STATE PROJECT NUMBER
1206-04-62



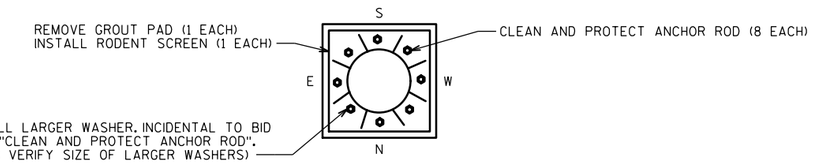


ELEVATION

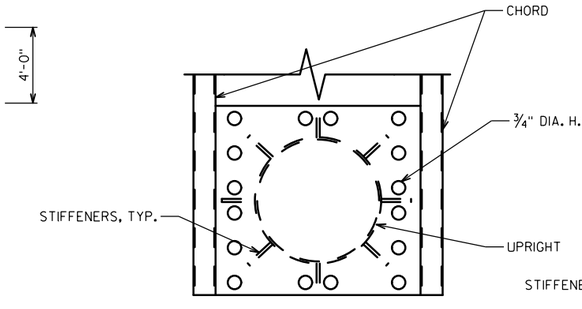
LOOKING WEST



LOOKING SOUTH

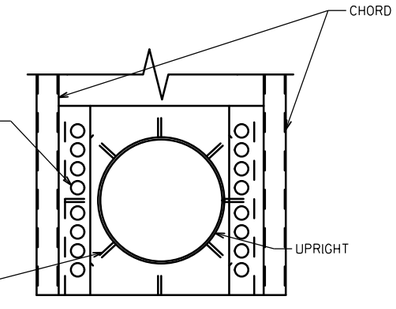


FOUNDATION DETAIL



UPPER TRUSS TO COLUMN CONNECTION

UPPER FRONT (7), UPPER BACK (6)



LOWER TRUSS TO COLUMN CONNECTION

LOWER FRONT (3), LOWER BACK (1)

NOTES

1. ALL TRUSS CONNECTION BOLTS ARE 3/4" DIA. PER ORIGINAL STRUCTURE PLANS.
2. ALL ANCHOR RODS ARE 2" DIA. PER ORIGINAL STRUCTURE PLANS AND MOST RECENT INSPECTION REPORT DATED 11-07-2011.

LEGEND

- ✳ PAID FOR UNDER BID ITEM "INSTALL OR TIGHTEN SIGN PANEL HARDWARE".
- ◭ VERTICAL CLEARANCE PER HSI SYSTEM MOST RECENT INSPECTION REPORT DATED 11-7-2011

S-13-69 ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	QUANTITY
SPV.0060.05	REPLACE MISSING CONDUIT PLUG	EA	1
SPV.0060.07	CLEAN AND PROTECT ANCHOR ROD	EA	8
SPV.0060.08	REMOVE SIGN BRIDGE WALKWAY	EA	1
SPV.0060.09	REMOVE GROUT PAD	EA	1
SPV.0060.10	INSTALL RODENT SCREEN	EA	1
SPV.0060.11	INSTALL OR TIGHTEN SIGN PANEL HARDWARE	EA	3
SPV.0060.12	INSTALL OR TIGHTEN HANDHOLE COVER BOLT	EA	1
SPV.0060.13	INSTALL SIGN BRIDGE ID PLAQUE	EA	1
SPV.0060.14	TENSION TRUSS CONNECTION BOLT	EA	17

None Found Loose

None Found Loose

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-69

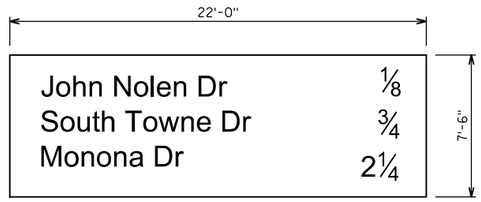
DRAWN BY KTM | PLANS CK'D. HDA

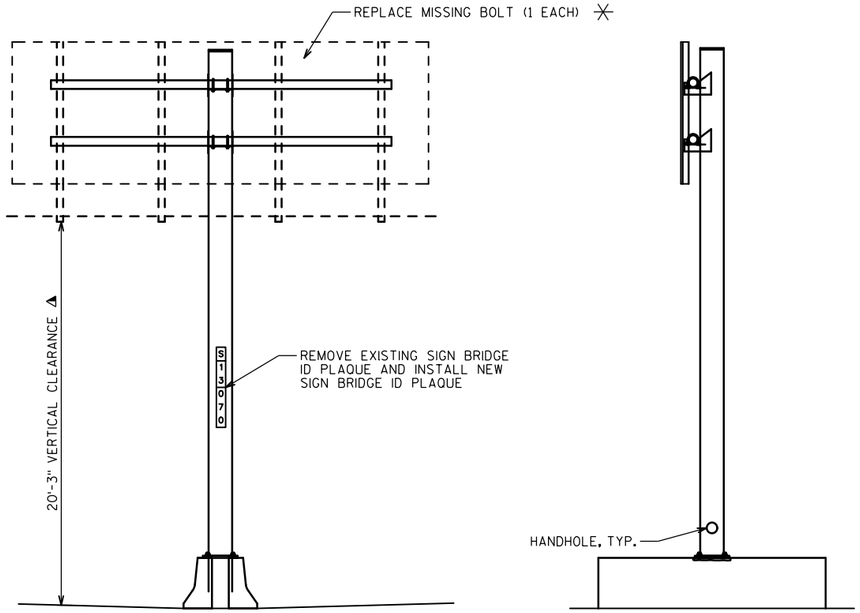
SIGN STRUCTURE S-13-69 LAYOUT

SHEET 3 OF 14

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PLOT DATE : 10/30/2013
PLOT BY : handers
PLOT NAME : $FILE$
PLOT SCALE : 8:1

STATE PROJECT NUMBER
1206-04-62





LOOKING NORTH

ELEVATION

LOOKING EAST

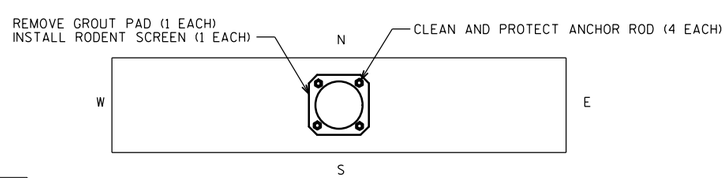
NOTES

1. ALL ANCHOR RODS ARE 1½" DIA. PER ORIGINAL STRUCTURE PLANS AND MOST RECENT INSPECTION REPORT DATED 12-03-2011.

LEGEND

✳ PAID FOR UNDER BID ITEM "INSTALL OR TIGHTEN SIGN PANEL HARDWARE".

◭ VERTICAL CLEARANCE PER HSI SYSTEM MOST RECENT INSPECTION REPORT DATED 12-3-2011



FOUNDATION DETAIL

S-13-70 ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	QUANTITY
SPV.0060.07	CLEAN AND PROTECT ANCHOR ROD	EA	4
SPV.0060.09	REMOVE GROUT PAD	EA	1
SPV.0060.10	INSTALL RODENT SCREEN	EA	1
SPV.0060.11	INSTALL OR TIGHTEN SIGN PANEL HARDWARE	EA	1
SPV.0060.13	INSTALL SIGN BRIDGE ID PLAQUE	EA	1

None Found Loose

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-70

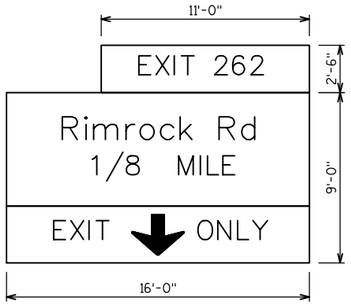
DRAWN BY KTM | PLANS CK'D. HDA

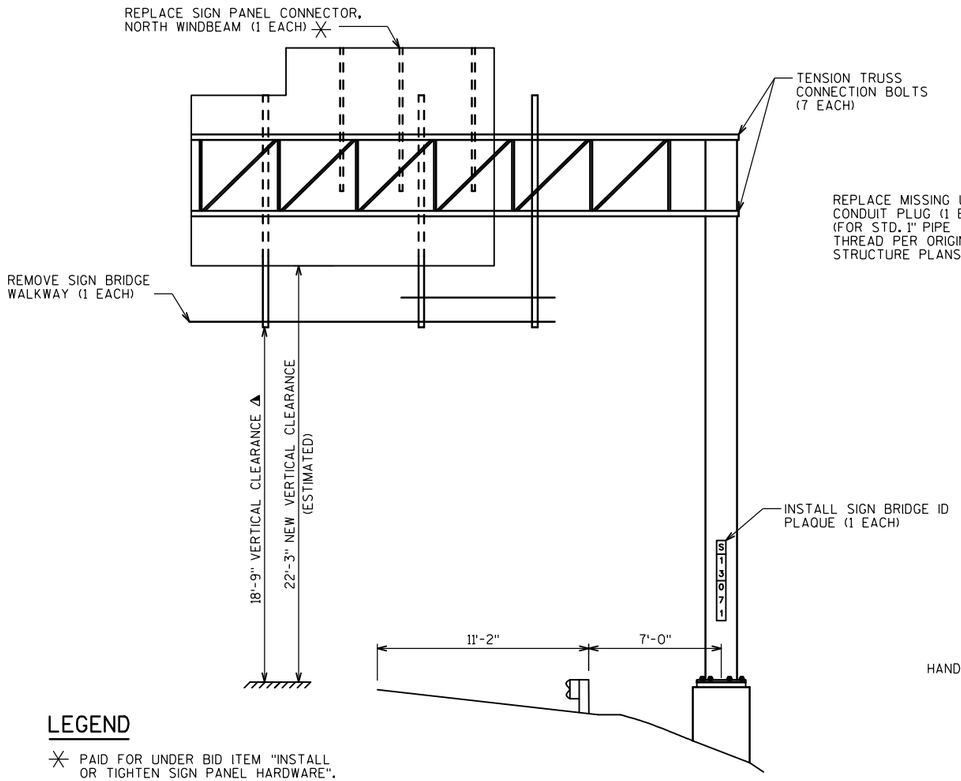
SIGN STRUCTURE S-13-70 LAYOUT

SHEET 4 OF 14

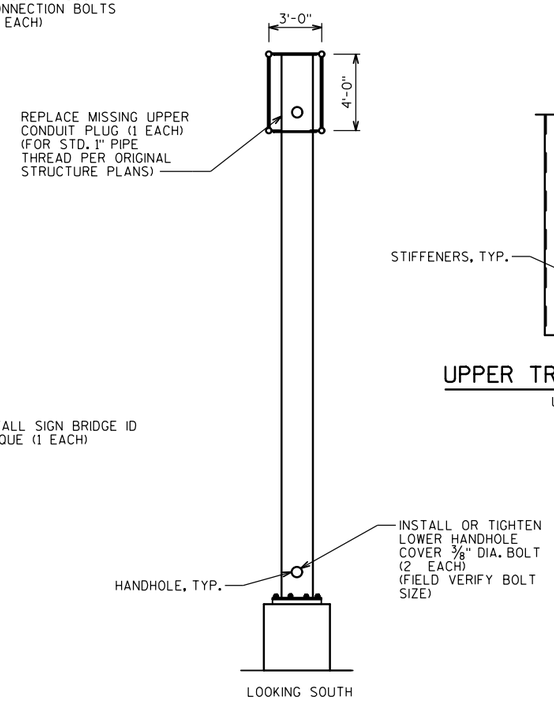
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PLOT BY : handers
PLOT NAME : $FILE$
PLOT SCALE : 8:1

STATE PROJECT NUMBER
1206-04-62





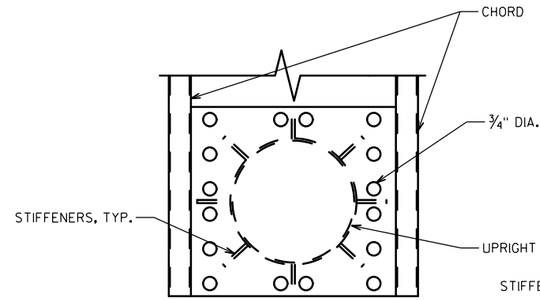
ELEVATION
LOOKING WEST



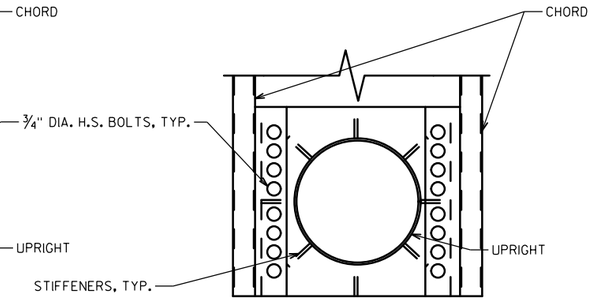
LOOKING SOUTH

NOTES

1. ALL TRUSS CONNECTION BOLTS ARE ¾" DIA. PER ORIGINAL STRUCTURE PLANS.
2. ALL ANCHOR RODS ARE 2" DIA. PER ORIGINAL STRUCTURE PLANS, BUT NOTED AS 1¾" DIA. PER MOST RECENT INSPECTION REPORT DATED 12-04-2011. FIELD VERIFY SIZE OF ANCHOR RODS.



UPPER TRUSS TO COLUMN CONNECTION
UPPER FRONT (0), UPPER BACK (1)



LOWER TRUSS TO COLUMN CONNECTION
LOWER FRONT (3), LOWER BACK (3)

LEGEND

✳ PAID FOR UNDER BID ITEM "INSTALL OR TIGHTEN SIGN PANEL HARDWARE".

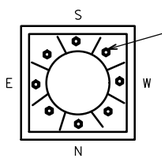
◮ VERTICAL CLEARANCE PER HSI SYSTEM MOST RECENT INSPECTION REPORT DATED 12-4-2011

S-13-71 ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	QUANTITY
SPV.0060.05	REPLACE MISSING CONDUIT PLUG	EA	1
SPV.0060.07	CLEAN AND PROTECT ANCHOR ROD	EA	8
SPV.0060.08	REMOVE SIGN BRIDGE WALKWAY	EA	1
SPV.0060.09	REMOVE GROUT PAD	EA	1
SPV.0060.10	INSTALL RODENT SCREEN	EA	1
SPV.0060.11	INSTALL OR TIGHTEN SIGN PANEL HARDWARE	EA	1
SPV.0060.12	INSTALL OR TIGHTEN HANDHOLE COVER BOLT	EA	2
SPV.0060.13	INSTALL SIGN BRIDGE ID PLAQUE	EA	1
SPV.0060.14	TENSION TRUSS CONNECTION BOLT	EA	7

None Found Loose

None Found Loose



FOUNDATION DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-71

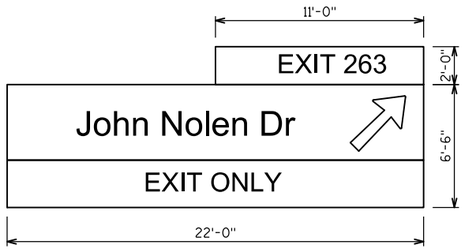
DRAWN BY KTM | PLANS CK'D. HDA

SIGN STRUCTURE S-13-71 LAYOUT

SHEET 5 OF 14

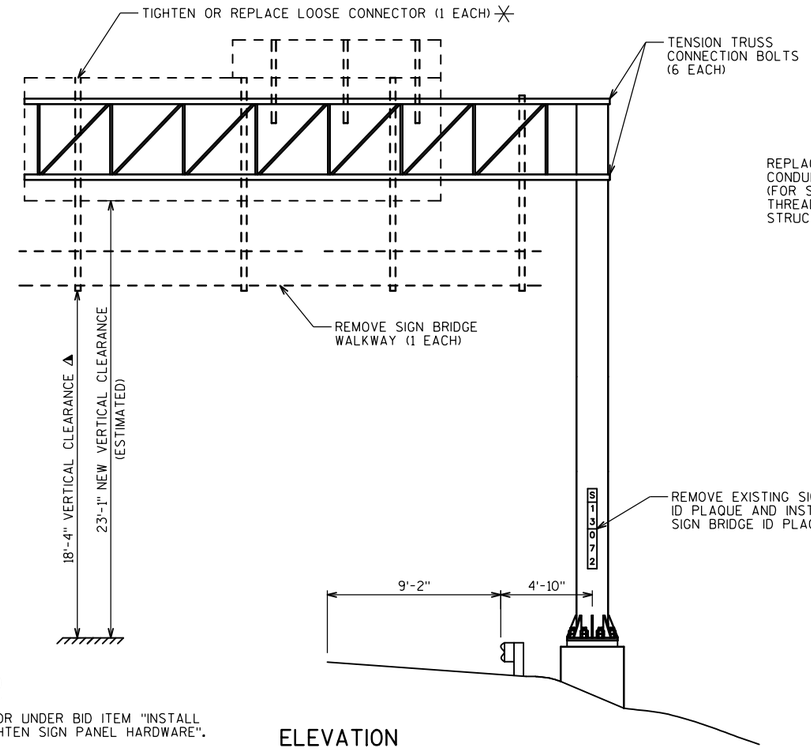
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STATE PROJECT NUMBER
1206-04-62

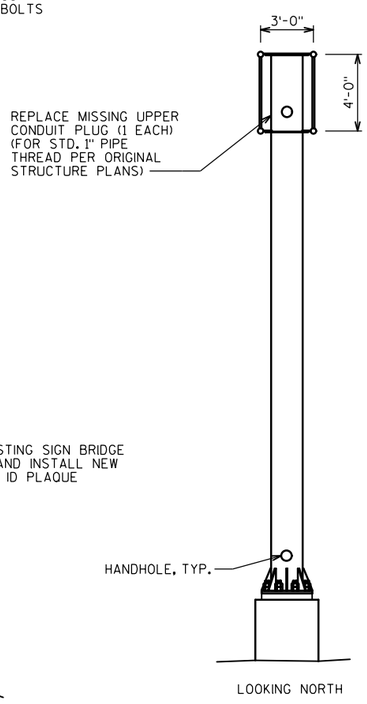


NOTES

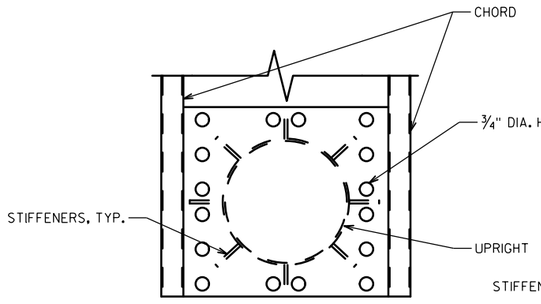
1. ALL TRUSS CONNECTION BOLTS ARE ¾" DIA. PER ORIGINAL STRUCTURE PLANS.
2. ALL ANCHOR RODS ARE 2" DIA. PER ORIGINAL STRUCTURE PLANS, BUT NOTED AS 1⅞" DIA. PER MOST RECENT INSPECTION REPORT DATED 12-10-2011. FIELD VERIFY SIZE OF ANCHOR RODS.



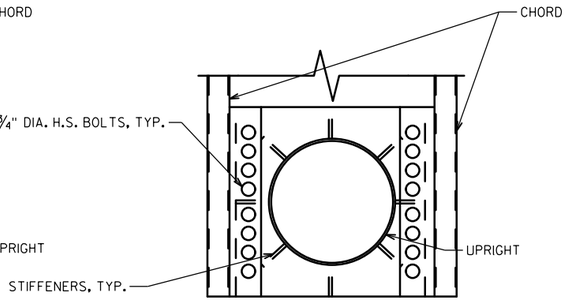
ELEVATION
LOOKING EAST



LOOKING NORTH



UPPER TRUSS TO COLUMN CONNECTION
UPPER FRONT (2), UPPER BACK (2)

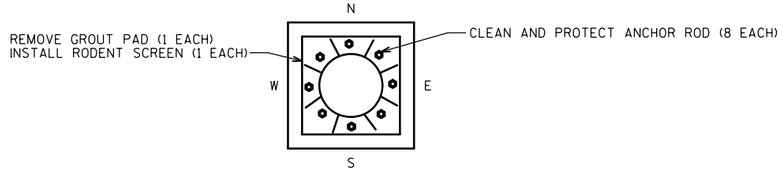


LOWER TRUSS TO COLUMN CONNECTION
LOWER FRONT (0), LOWER BACK (2)

LEGEND

⋇ PAID FOR UNDER BID ITEM "INSTALL OR TIGHTEN SIGN PANEL HARDWARE".

◮ VERTICAL CLEARANCE PER HSI SYSTEM MOST RECENT INSPECTION REPORT DATED 12-10-2011



FOUNDATION DETAIL

S-13-72 ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	QUANTITY
SPV.0060.05	REPLACE MISSING CONDUIT PLUG	EA	1
SPV.0060.07	CLEAN AND PROTECT ANCHOR ROD	EA	8
SPV.0060.08	REMOVE SIGN BRIDGE WALKWAY	EA	1
SPV.0060.09	REMOVE GROUT PAD	EA	1
SPV.0060.10	INSTALL RODENT SCREEN	EA	1
SPV.0060.11	INSTALL OR TIGHTEN SIGN PANEL HARDWARE	EA	1
SPV.0060.13	INSTALL SIGN BRIDGE ID PLAQUE	EA	1
SPV.0060.14	TENSION TRUSS CONNECTION BOLT	EA	6

None Found Loose

None Found Loose

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-72

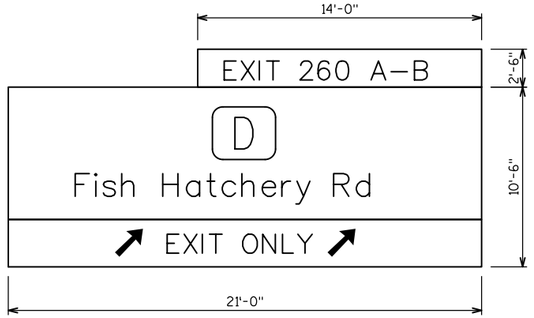
DRAWN BY KTM | PLANS CK'D. HDA

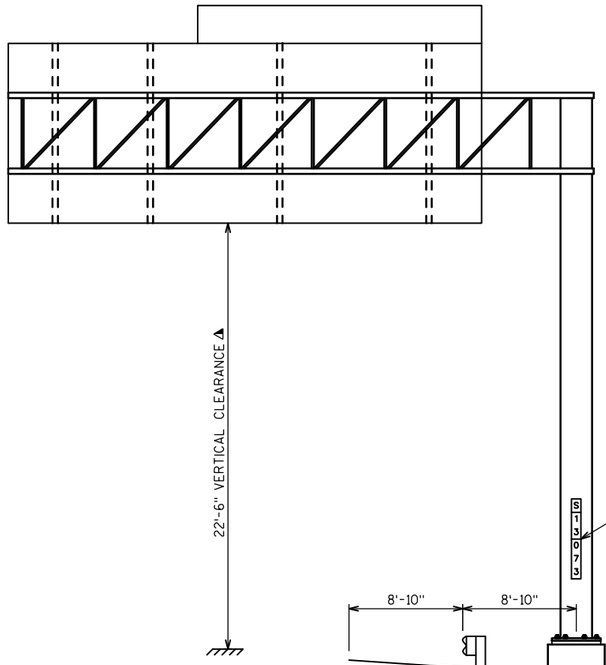
SIGN STRUCTURE S-13-72 LAYOUT

SHEET 6 OF 14

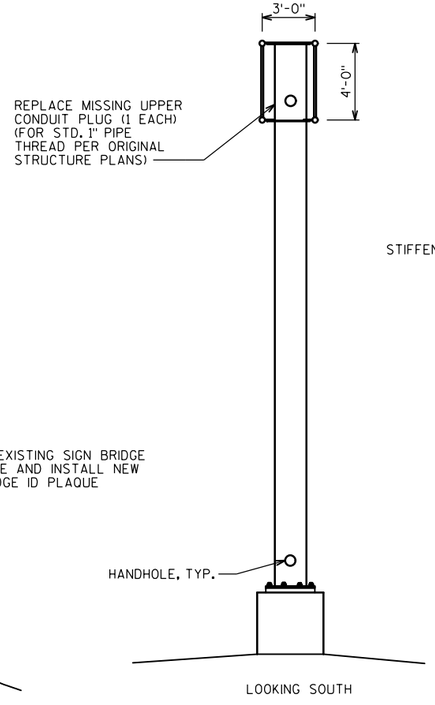
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PLOT BY : handers
PLOT NAME : $FILE$
PLOT SCALE : 8:1

STATE PROJECT NUMBER
1206-04-62





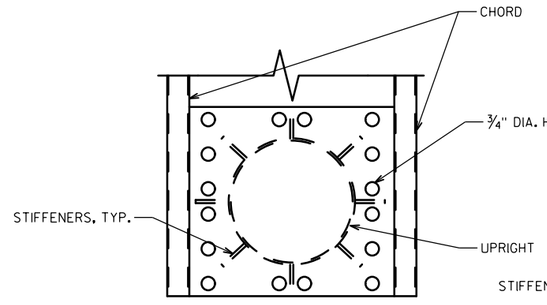
ELEVATION
LOOKING WEST



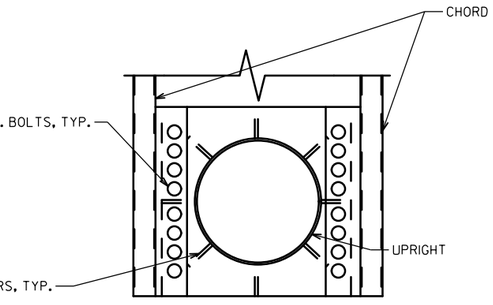
LOOKING SOUTH

NOTES

1. ALL TRUSS CONNECTION BOLTS ARE ¾" DIA. PER ORIGINAL STRUCTURE PLANS.
2. ALL ANCHOR RODS ARE 2" DIA. PER ORIGINAL STRUCTURE PLANS AND MOST RECENT INSPECTION REPORT DATED 7-22-2013.



UPPER TRUSS TO COLUMN CONNECTION
FOR INFORMATION ONLY



LOWER TRUSS TO COLUMN CONNECTION
FOR INFORMATION ONLY

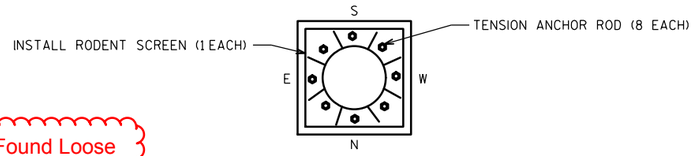
LEGEND

⚠ VERTICAL CLEARANCE PER HSI SYSTEM MOST RECENT INSPECTION REPORT DATED 7-22-2013

S-13-73 ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	QUANTITY
SPV.0060.05	REPLACE MISSING CONDUIT PLUG	EA	1
SPV.0060.06	TENSION ANCHOR ROD	EA	8
SPV.0060.10	INSTALL RODENT SCREEN	EA	1
SPV.0060.13	INSTALL SIGN BRIDGE ID PLAQUE	EA	1

None Found Loose



FOUNDATION DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

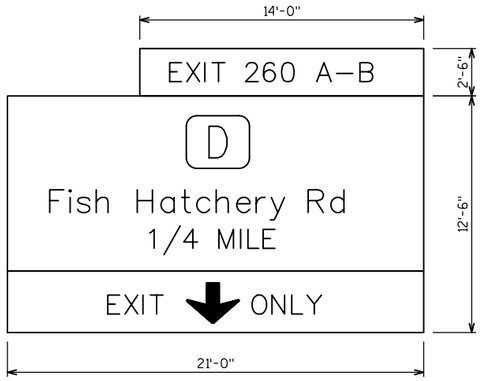
STRUCTURE S-13-73

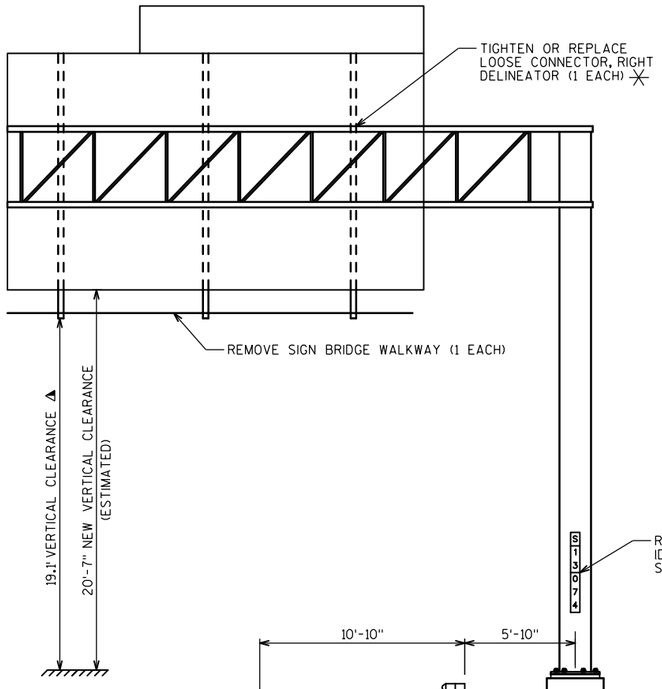
DRAWN BY KTM | PLANS CK'D. HDA

SIGN STRUCTURE S-13-73 LAYOUT

SHEET 7 OF 14

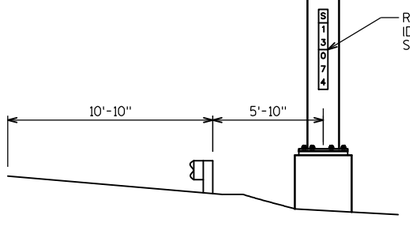
STATE PROJECT NUMBER
1206-04-62



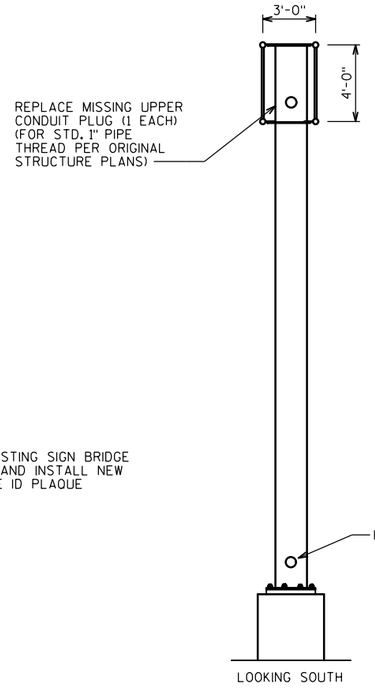


LEGEND

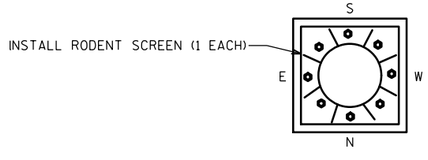
- PAID FOR UNDER BID ITEM "INSTALL OR TIGHTEN SIGN PANEL HARDWARE".
- VERTICAL CLEARANCE PER HSI SYSTEM MOST RECENT INSPECTION REPORT DATED 8-9-2013



ELEVATION
LOOKING WEST



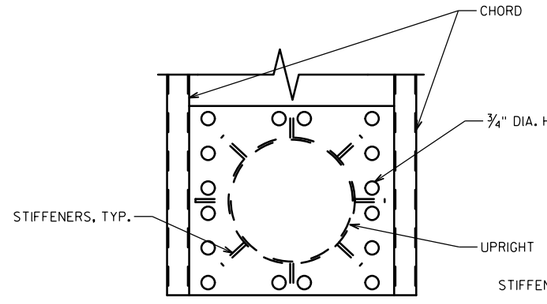
LOOKING SOUTH



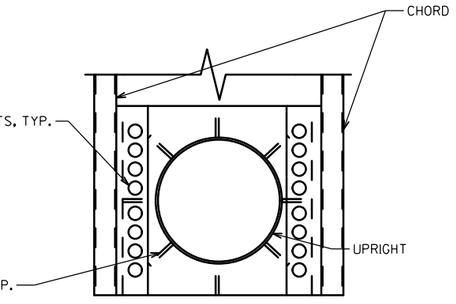
FOUNDATION DETAIL

NOTES

1. ALL TRUSS CONNECTION BOLTS ARE ¾" DIA. PER ORIGINAL STRUCTURE PLANS.
2. ALL ANCHOR RODS ARE 2" DIA. PER ORIGINAL STRUCTURE PLANS AND PER MOST RECENT INSPECTION REPORT DATED 8-9-2013.



UPPER TRUSS TO COLUMN CONNECTION
FOR INFORMATION ONLY



LOWER TRUSS TO COLUMN CONNECTION
FOR INFORMATION ONLY

S-13-74 ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	QUANTITY
SPV.0060.05	REPLACE MISSING CONDUIT PLUG	EA	1
SPV.0060.08	REMOVE SIGN BRIDGE WALKWAY	EA	1
SPV.0060.10	INSTALL RODENT SCREEN	EA	1
SPV.0060.11	INSTALL OR TIGHTEN SIGN PANEL HARDWARE	EA	1
SPV.0060.13	INSTALL SIGN BRIDGE ID PLAQUE	EA	1

None Found Loose

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-74

DRAWN BY KTM | PLANS CK'D. HDA

SIGN STRUCTURE S-13-74 LAYOUT

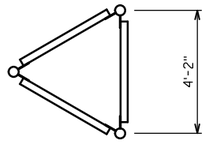
SHEET 8 OF 14

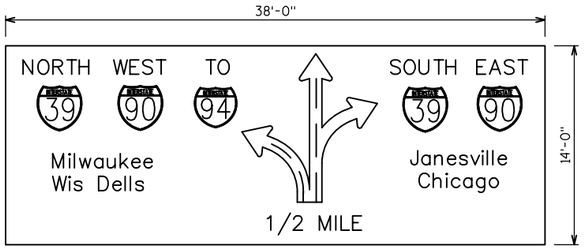
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PLOT DATE : 10/30/2013
PLOT BY : handers
PLOT NAME : $FILE$
PLOT SCALE : 8:1

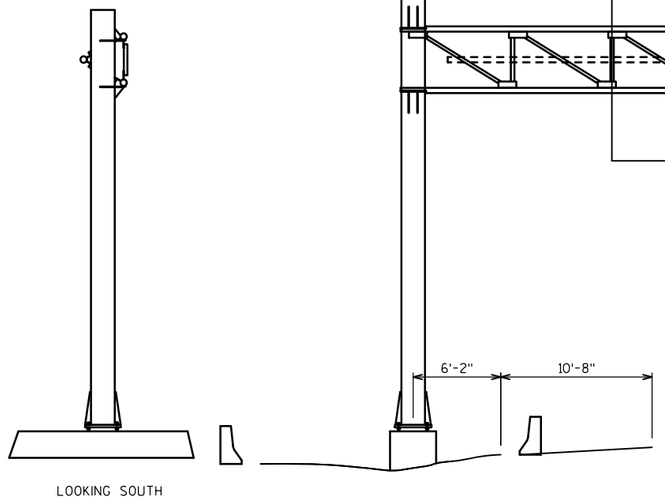
STATE PROJECT NUMBER
1206-04-62



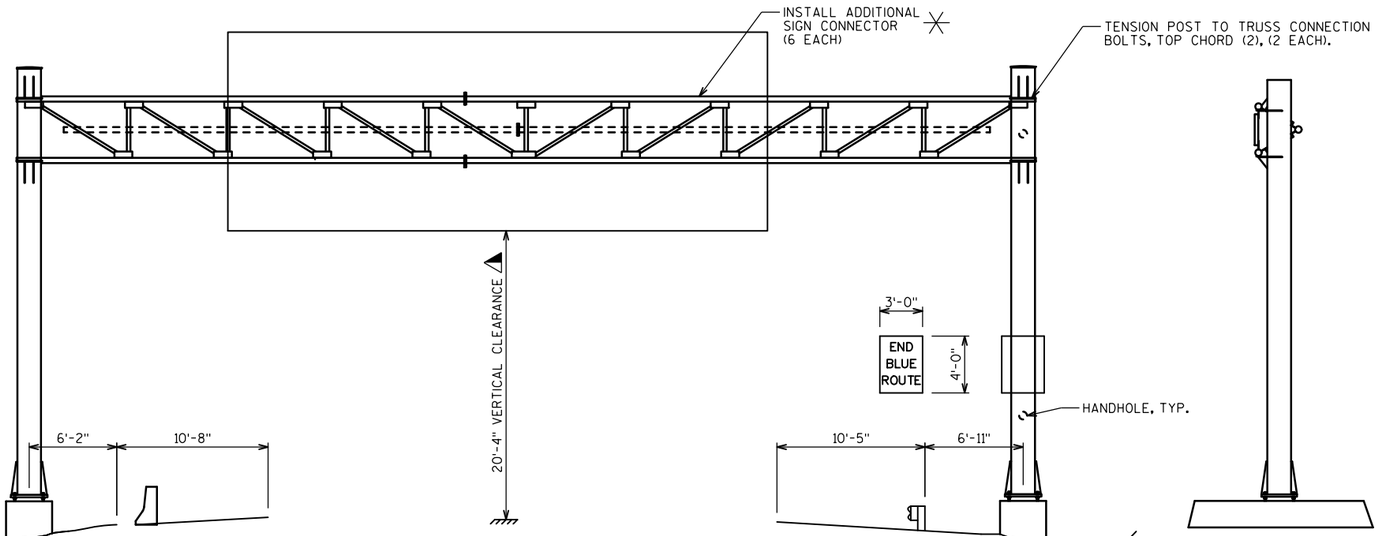


NOTES

1. ALL TRUSS CONNECTION BOLTS ARE ¾" DIA. PER ORIGINAL STRUCTURE PLANS.
2. 6 - 2¼" DIA. ANCHOR RODS SHOWN ON ORIGINAL STRUCTURE PLANS. 8 - 2¼" DIA. ANCHOR RODS SHOWN ON MOST RECENT INSPECTION REPORT DATED 11-17-2011. FIELD VERIFY QUANTITY.

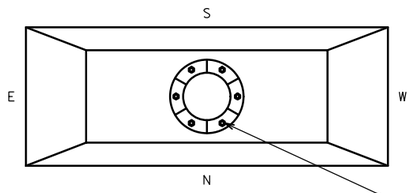


LOOKING SOUTH

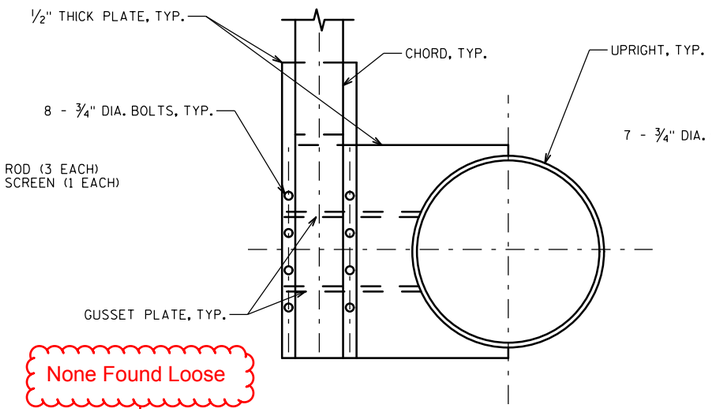


ELEVATION
LOOKING EAST

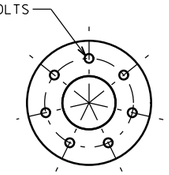
LOOKING NORTH



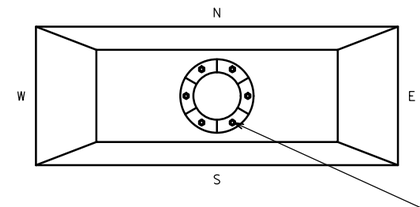
NORTH FOUNDATION DETAIL



TYPICAL UPPER AND LOWER TRUSS TO COLUMN CONNECTION



FLANGE COUPLING DETAIL
NO. OF SPLICE LOCATIONS = 3



SOUTH FOUNDATION DETAIL

LEGEND

- ✳ PAID FOR UNDER BID ITEM "INSTALL OR TIGHTEN SIGN PANEL HARDWARE".
- ⚠ VERTICAL CLEARANCE PER HSI SYSTEM MOST RECENT INSPECTION REPORT DATED 11-17-2011.

S-13-149 ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	QUANTITY
SPV.0060.06	TENSION ANCHOR ROD	EA	6
SPV.0060.10	INSTALL RODENT SCREEN	EA	2
SPV.0060.11	INSTALL OR TIGHTEN SIGN PANEL HARDWARE	EA	6
SPV.0060.14	TENSION TRUSS CONNECTION BOLT	EA	2

None Found Loose

None Found Loose

None Found Loose

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-149

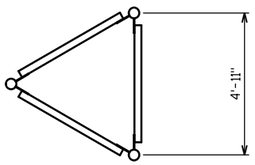
DRAWN BY KTM | PLANS CK'D. HDA

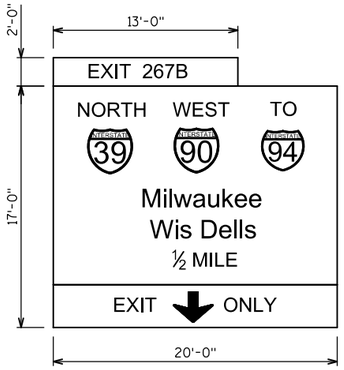
SIGN STRUCTURE S-13-149 LAYOUT

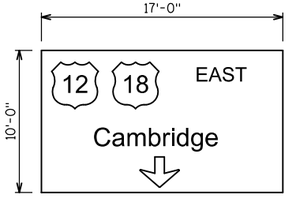
SHEET 9 OF 14

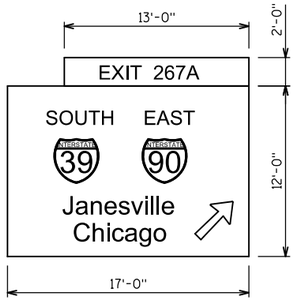
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PLOT BY : handers
PLOT NAME : $FILE$
PLOT SCALE : 10.6667:1

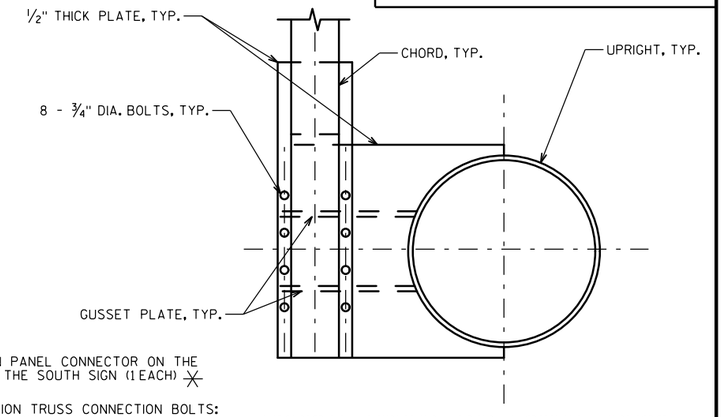
STATE PROJECT NUMBER
1206-04-62



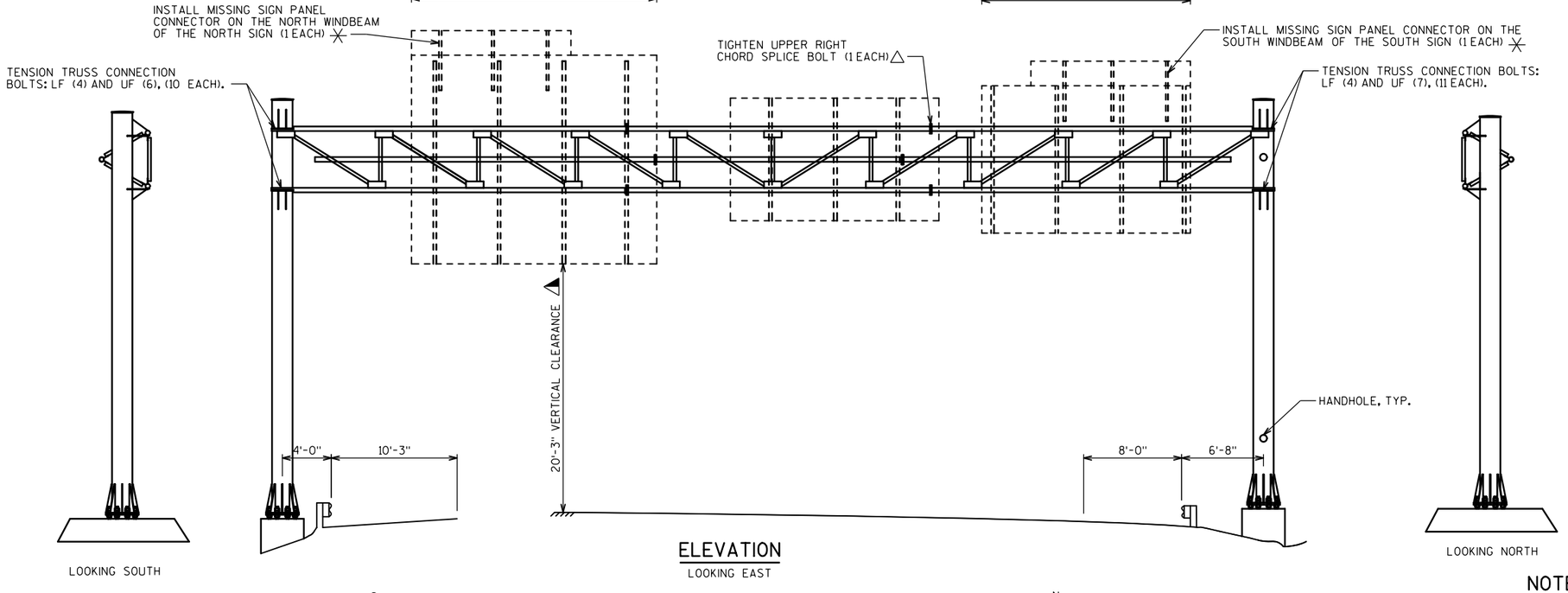






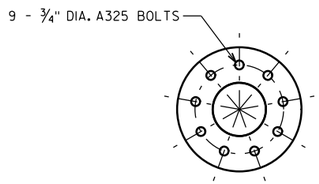


TYPICAL UPPER AND LOWER TRUSS TO COLUMN CONNECTION



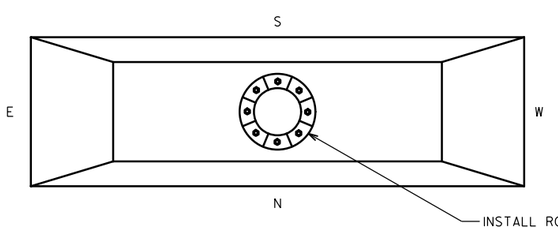
ELEVATION

LOOKING EAST

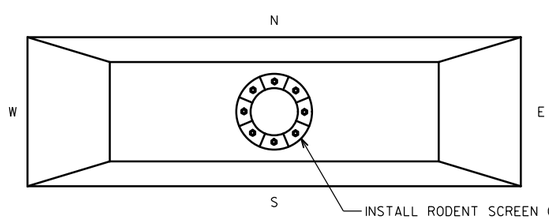


FLANGE COUPLING DETAIL

NO. OF SPLICE LOCATIONS = 6



NORTH FOUNDATION DETAIL



SOUTH FOUNDATION DETAIL

NOTES

1. ALL TRUSS CONNECTION BOLTS ARE ¾" DIA. PER ORIGINAL STRUCTURE PLANS.
2. ALL ANCHOR RODS ARE 2¼" DIA. PER ORIGINAL STRUCTURE PLANS, BUT NOTED AS 2" DIA. PER MOST RECENT INSPECTION REPORT DATED 12-10-2011. FIELD VERIFY SIZE OF ANCHOR RODS.

LEGEND

- ✳ PAID FOR UNDER BID ITEM "INSTALL OR TIGHTEN SIGN PANEL HARDWARE".
- △ PAID FOR UNDER BID ITEM "TENSION TRUSS CONNECTION BOLT".
- ◭ VERTICAL CLEARANCE PER HSI SYSTEM MOST RECENT INSPECTION REPORT DATED 12-10-2011.

S-13-150 ESTIMATED QUANTITES

ITEM NO.	BID ITEM	UNIT	QUANTITY
SPV.0060.10	INSTALL RODENT SCREEN	EA	2
SPV.0060.11	INSTALL OR TIGHTEN SIGN PANEL HARDWARE	EA	2
SPV.0060.14	TENSION TRUSS CONNECTION BOLT	EA	22

None Found Loose

None Found Loose

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-150

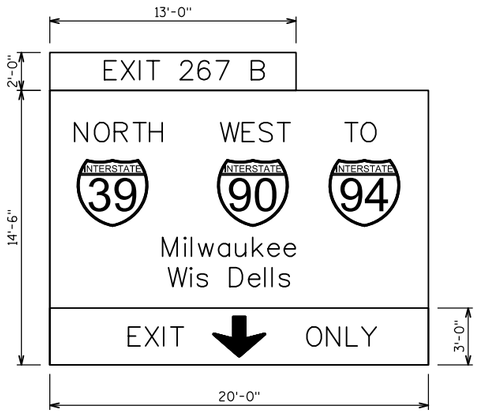
DRAWN BY KTM | PLANS CK'D. HDA

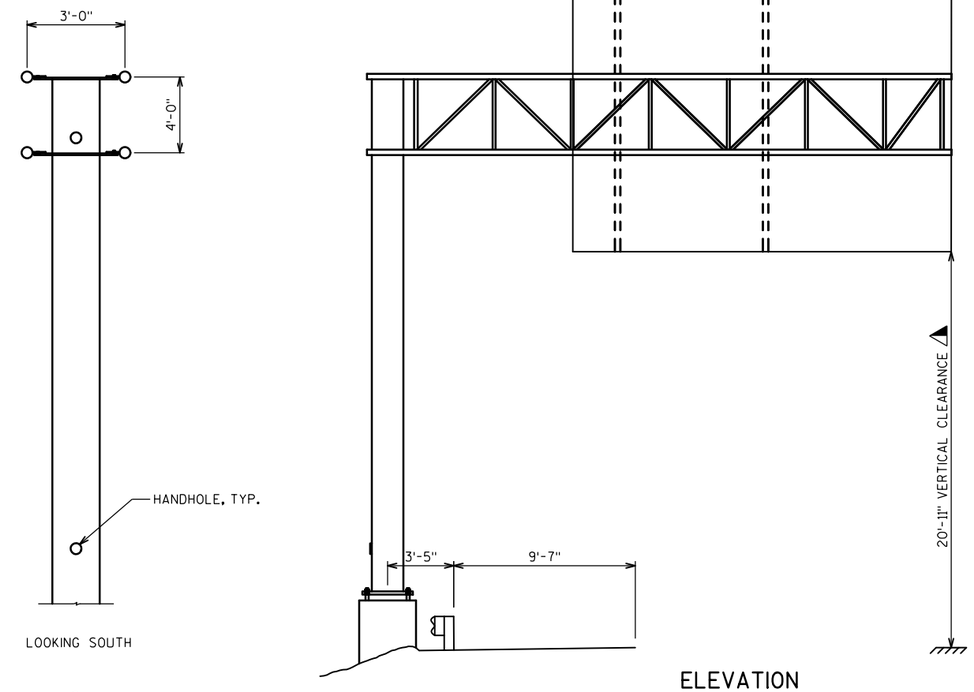
SIGN STRUCTURE S-13-150 LAYOUT

SHEET 10 OF 14

FILE NAME : \\madw00\ingrproj\60002\b1\Sign Structures\cds\080110_150.dgn PLOT DATE : 10/30/2013 PLOT BY : handers PLOT NAME : $FILE$ PLOT SCALE : 10.6667:1

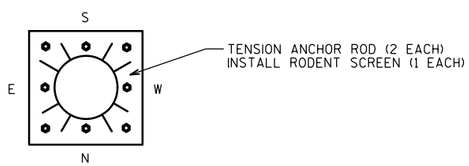
STATE PROJECT NUMBER
1206-04-62





ELEVATION

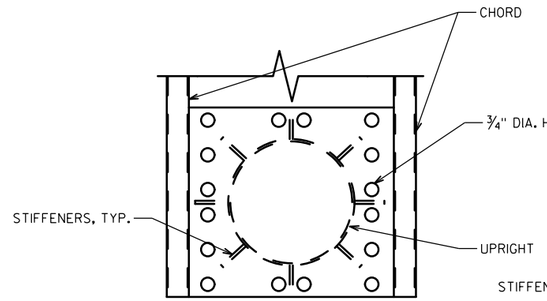
LOOKING EAST



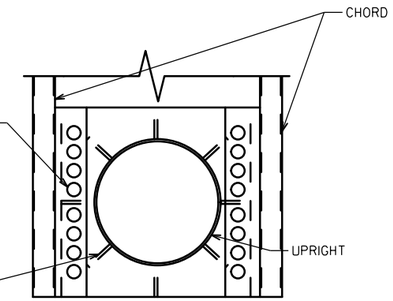
FOUNDATION DETAIL

NOTES

1. ALL TRUSS CONNECTION BOLTS ARE ¾" DIA. PER ORIGINAL STRUCTURE PLANS.
2. ALL ANCHOR RODS ARE 2" DIA. PER ORIGINAL STRUCTURE PLANS AND MOST RECENT INSPECTION REPORT DATED 11-17-2011.



UPPER TRUSS TO COLUMN CONNECTION



LOWER TRUSS TO COLUMN CONNECTION

LEGEND

⚠ VERTICAL CLEARANCE PER HSI SYSTEM MOST RECENT INSPECTION REPORT DATED 11-17-2011.

S-13-151 ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	QUANTITY
SPV.0060.06	TENSION ANCHOR ROD	EA	2
SPV.0060.10	INSTALL RODENT SCREEN	EA	1

WisDOT performed

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-151

DRAWN BY KTM | PLANS CK'D. HDA

SIGN STRUCTURE S-13-151 LAYOUT

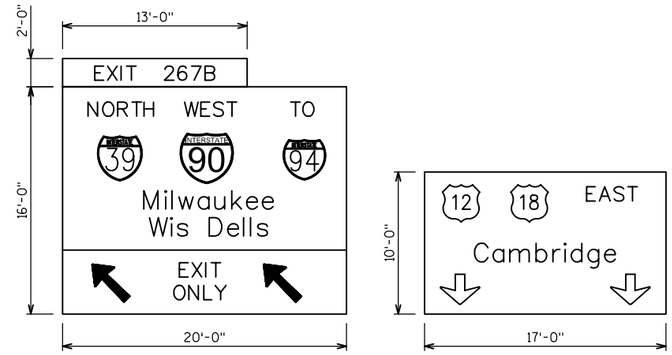
SHEET 11 OF 14

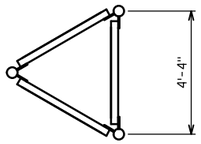
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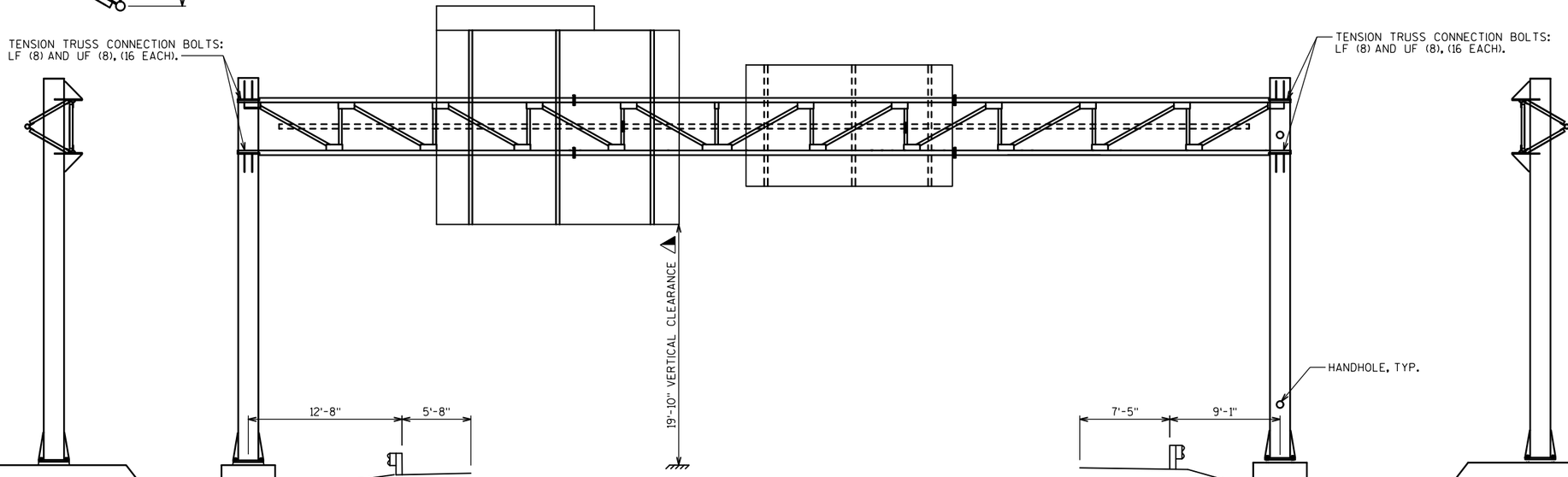
STATE PROJECT NUMBER
1206-04-62





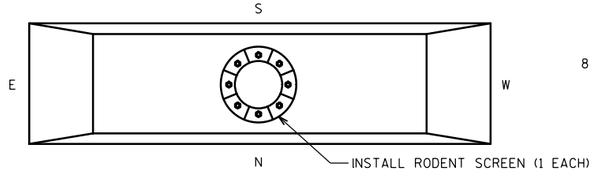
NOTES

1. ALL TRUSS CONNECTION BOLTS ARE ¾" DIA. PER ORIGINAL STRUCTURE PLANS.
2. ALL ANCHOR RODS ARE 2¼" DIA. PER ORIGINAL STRUCTURE PLANS, BUT NOTED AS 2" DIA. PER MOST RECENT INSPECTION REPORT DATED 11-18-2011. FIELD VERIFY SIZE OF ANCHOR RODS.

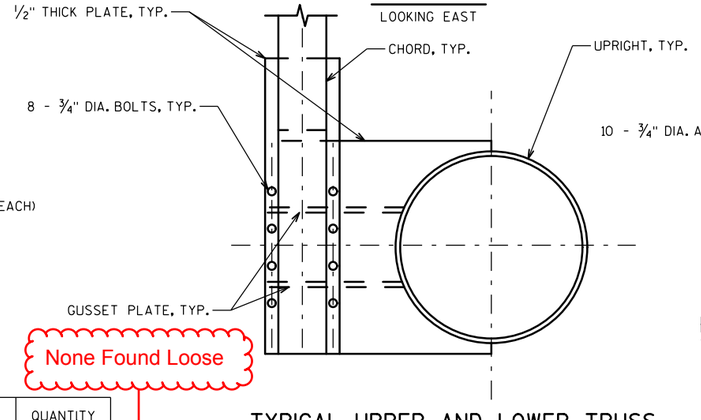


LEGEND

⚠ VERTICAL CLEARANCE PER HSI SYSTEM MOST RECENT INSPECTION REPORT DATED 11-18-2011.

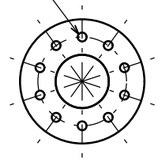


NORTH FOUNDATION DETAIL

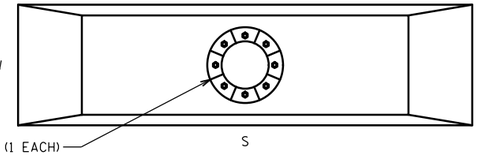


ELEVATION
LOOKING EAST

TYPICAL UPPER AND LOWER TRUSS TO COLUMN CONNECTION



FLANGE COUPLING DETAIL
NO. OF SPLICE LOCATIONS = 6



SOUTH FOUNDATION DETAIL

S-13-152 ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	QUANTITY
SPV.0060.10	INSTALL RODENT SCREEN	EA	2
SPV.0060.14	TENSION TRUSS CONNECTION BOLT	EA	32

None Found Loose

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-152

DRAWN BY	KTM	PLANS CK'D.	HDA

SIGN STRUCTURE
S-13-152
LAYOUT

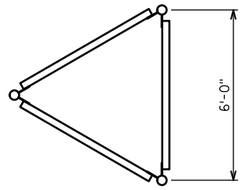
SHEET 12 OF 14

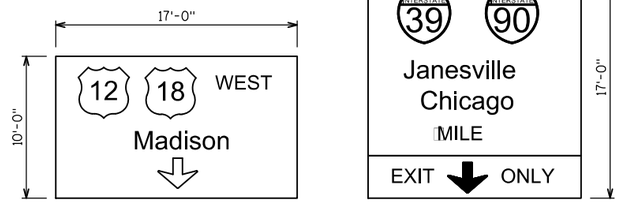
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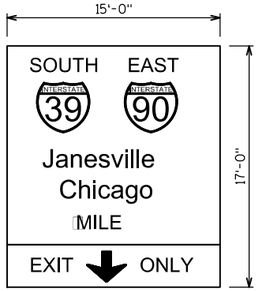
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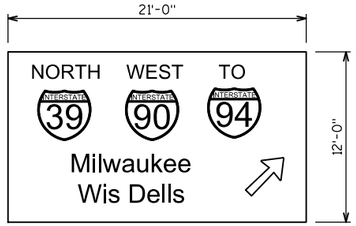
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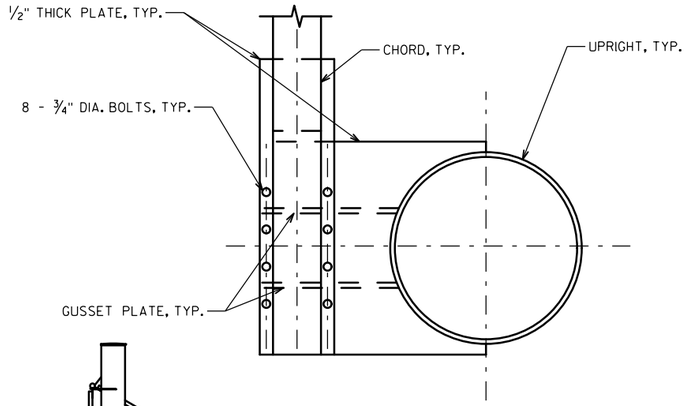
STATE PROJECT NUMBER
1206-04-62



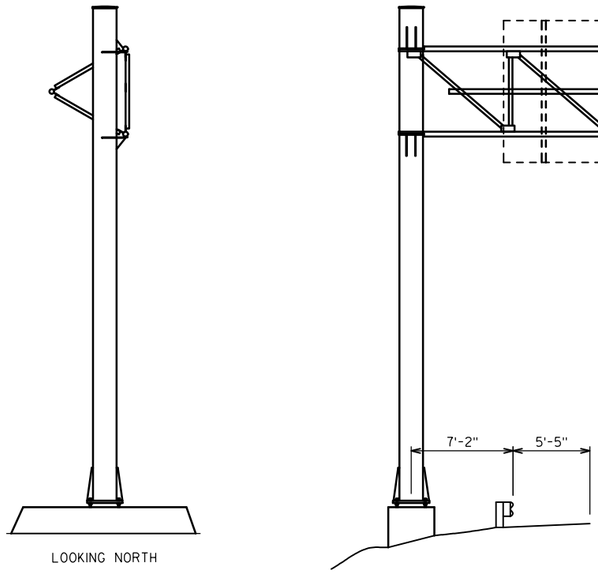




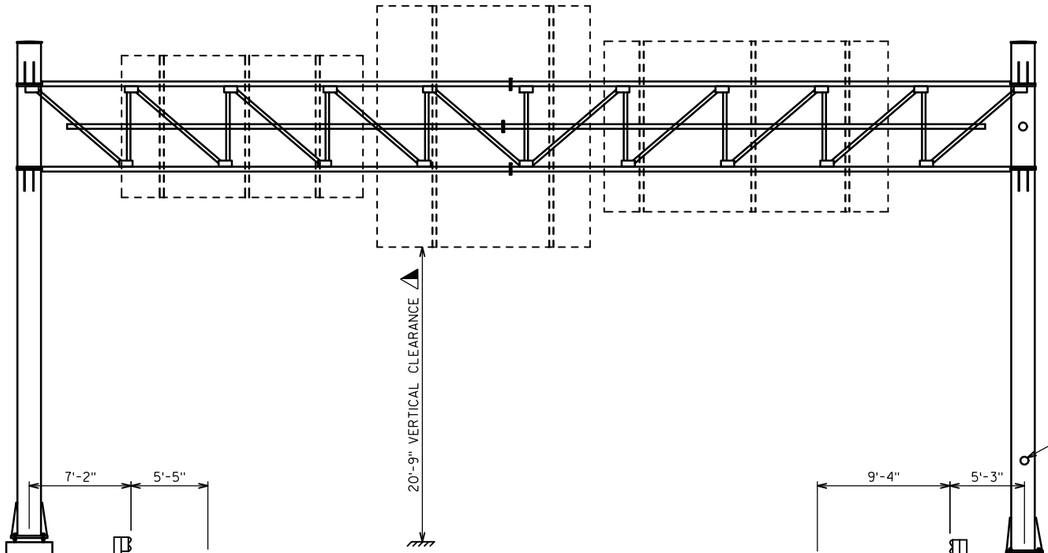




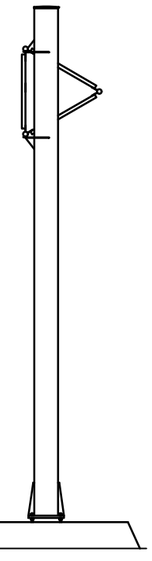
TYPICAL UPPER AND LOWER TRUSS TO COLUMN CONNECTION



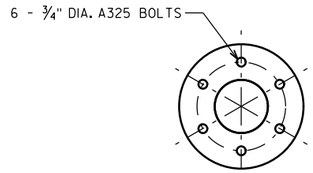
LOOKING NORTH



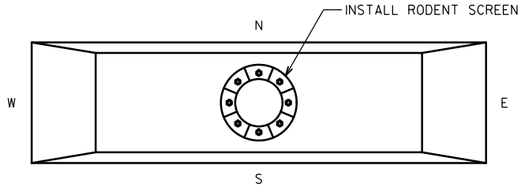
ELEVATION
LOOKING WEST



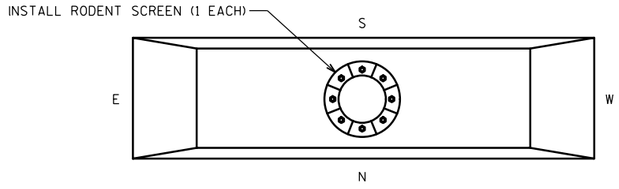
LOOKING SOUTH



FLANGE COUPLING DETAIL
NO. OF SPLICE LOCATIONS = 3



SOUTH FOUNDATION DETAIL



NORTH FOUNDATION DETAIL

LEGEND

⚠ VERTICAL CLEARANCE PER HSI SYSTEM MOST RECENT INSPECTION REPORT DATED 10-29-2011.

S-13-153 ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	QUANTITY
SPV.0060.10	INSTALL RODENT SCREEN	EA	2

NOTES

1. ALL TRUSS CONNECTION BOLTS ARE ¾" DIA. PER ORIGINAL STRUCTURE PLANS.
2. ALL ANCHOR RODS ARE 2¼" DIA. PER ORIGINAL STRUCTURE PLANS. BUT NOTED AS 2" DIA. PER MOST RECENT INSPECTION REPORT DATED 10-29-2011. FIELD VERIFY SIZE OF ANCHOR RODS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-153

DRAWN BY KTM | PLANS CK'D. HDA

SIGN STRUCTURE S-13-153 LAYOUT

SHEET 13 OF 14

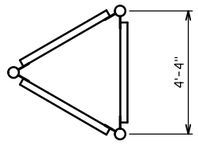
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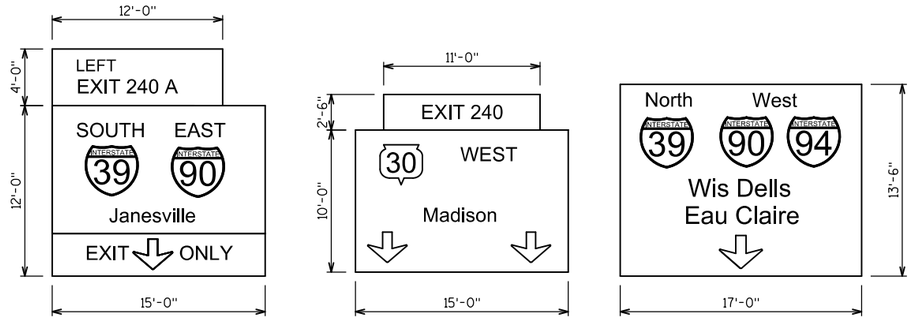
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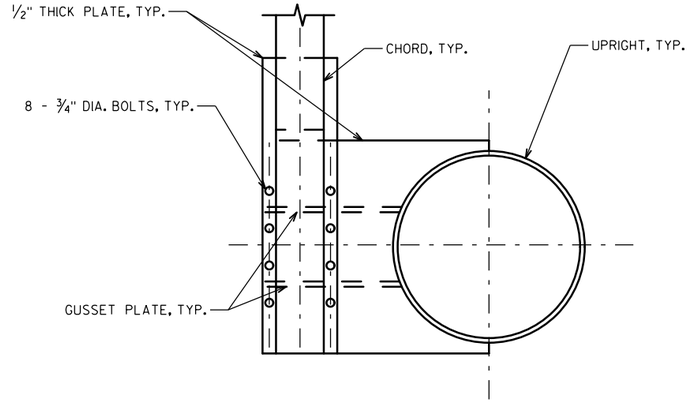
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STATE PROJECT NUMBER

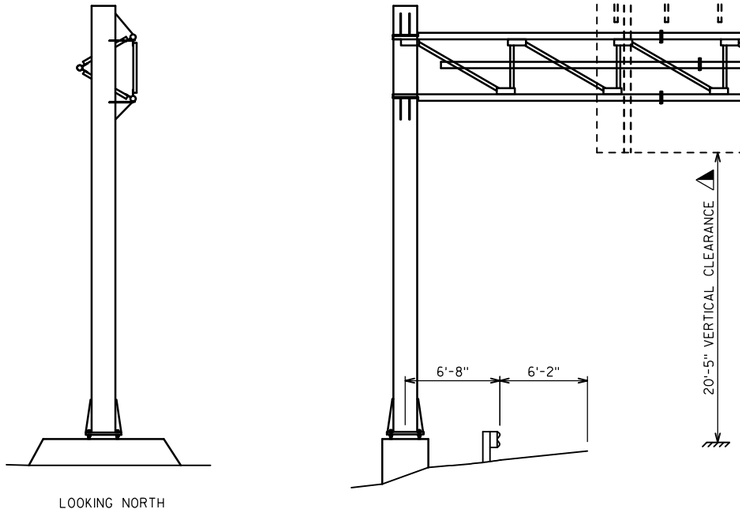
1206-04-62

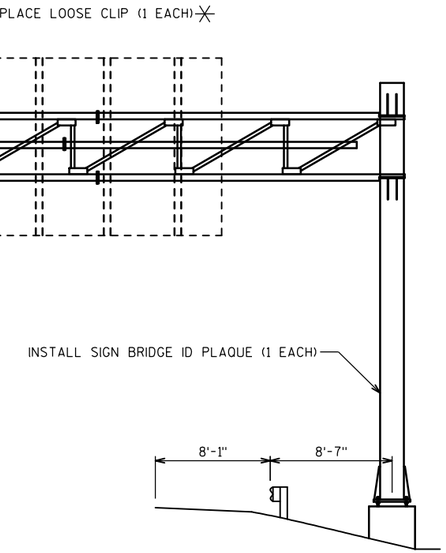






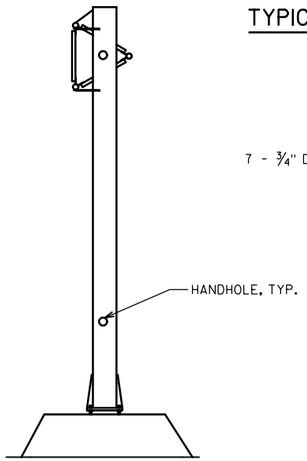
TYPICAL UPPER AND LOWER TRUSS TO COLUMN CONNECTION

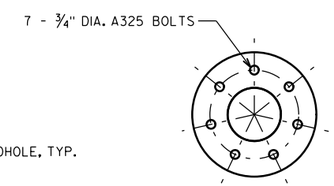




ELEVATION

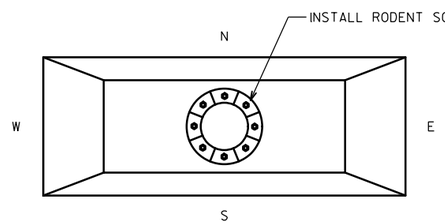
LOOKING WEST



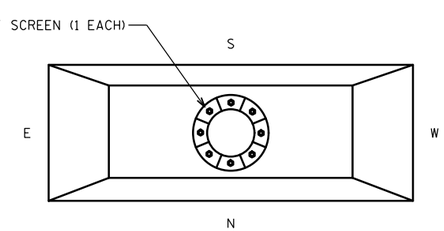


FLANGE COUPLING DETAIL

NO. OF SPLICE LOCATIONS = 6



SOUTH FOUNDATION DETAIL



NORTH FOUNDATION DETAIL

NOTES

1. ALL TRUSS CONNECTION BOLTS ARE 3/4" DIA. PER ORIGINAL STRUCTURE PLANS.
2. ALL ANCHOR RODS ARE 2 1/4" DIA. PER ORIGINAL STRUCTURE PLANS AND MOST RECENT INSPECTION REPORT DATED 12-1-2011.

LEGEND

- ✳ PAID FOR UNDER BID ITEM "INSTALL OR TIGHTEN SIGN PANEL HARDWARE".
- ◭ VERTICAL CLEARANCE PER HSI SYSTEM MOST RECENT INSPECTION REPORT DATED 12-1-2011.

S-13-157 ESTIMATED QUANTITES

ITEM NO.	BID ITEM	UNIT	QUANTITY
SPV.0060.10	INSTALL RODENT SCREEN	EA	2
SPV.0060.11	INSTALL OR TIGHTEN SIGN PANEL HARDWARE	EA	1
SPV.0060.13	INSTALL SIGN BRIDGE ID PLAQUE	EA	1

None Found Loose

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-157

DRAWN BY KTM | PLANS CK'D. HDA

SIGN STRUCTURE S-13-157 LAYOUT

SHEET 14 OF 14

524

8

8

FILE NAME : \\madw00\ingrproj\60002\b1\Sign Structures\cds\080114_157.dgn

PLOT DATE : 10/30/2013

PLOT BY : handers

PLOT NAME : $FILE$

PLOT SCALE : 10.6667:1

EB 519+96 - 524+01 RT			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
519EB+95.87	51995.9	0.0	13.5	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
520EB+00.00	52000.0	4.1	13.2	13.2	4.4	2.0	2.0	0.3	2.0	0.3	-0.3
521EB+00.00	52100.0	100.0	10.3	10.3	0.4	43.6	43.6	8.9	45.7	9.2	-9.2
522EB+00.00	52200.0	100.0	10.6	10.6	0.0	38.7	38.7	0.8	84.3	10.0	-10.0
523EB+00.00	52300.0	100.0	19.4	19.4	0.0	55.4	55.4	0.0	139.8	10.0	-10.0
524EB+00.00	52400.0	100.0	6.5	6.5	0.0	48.0	48.0	0.0	187.8	10.0	-10.0
524EB+00.94	52400.9	0.9	6.5	6.5	0.0	0.2	0.2	0.0	188.0	10.0	-10.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	188.0	188.0	10.0			

EB A 527+65 - B 541+49 RT			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
A 527EB+65.32	52765.3	0.0	5.7	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A 528EB+00.00	52800.0	34.7	7.7	7.7	0.0	8.6	8.6	0.0	8.6	0.0	0.0
A 529EB+00.00	52900.0	100.0	8.9	8.9	0.0	30.8	30.8	0.0	39.4	0.0	0.0
A 530EB+00.00	53000.0	100.0	7.6	7.6	0.0	30.6	30.6	0.0	70.0	0.0	0.0
A 531EB+00.00	53100.0	100.0	7.5	7.5	0.0	28.0	28.0	0.1	98.0	0.1	-0.1
A 532EB+00.00	53200.0	100.0	8.3	8.3	0.2	29.2	29.2	0.5	127.2	0.6	-0.6
A 533EB+00.00	53300.0	100.0	7.4	7.4	0.2	29.1	29.1	0.8	156.3	1.4	-1.4
A 534EB+00.00	53400.0	100.0	7.3	7.3	0.0	27.3	27.3	0.3	183.6	1.7	-1.7
A 535EB+00.00	53500.0	100.0	7.4	7.4	0.0	27.1	27.1	0.0	210.7	1.7	-1.7
A 536EB+00.00	53600.0	100.0	5.0	5.0	0.0	22.9	22.9	0.0	233.6	1.8	-1.8
A 537EB+00.00	53700.0	100.0	10.9	10.9	0.2	29.5	29.5	0.4	263.1	2.2	-2.2
A 538EB+00.00	53800.0	100.0	7.7	7.7	0.0	34.5	34.5	0.4	297.7	2.6	-2.6
A 539EB+00.00	53900.0	100.0	11.6	11.6	0.0	35.8	35.8	0.0	333.5	2.6	-2.6
A 540EB+00.00	54000.0	100.0	8.9	8.9	0.0	38.0	38.0	0.0	371.4	2.7	-2.7
A 540EB+43.65	54043.7	43.7	8.9	8.9	0.0	14.4	14.4	0.0	385.8	2.7	-2.7
	BK										
	AH										
B 540EB+44.86	54044.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	385.8	2.7	-2.7
B 541EB+49.33	54149.3	104.5	8.9	8.9	0.0	34.4	34.4	0.0	420.2	2.7	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	420.2	420.2	2.7			

EB B 544+39 - B 548+87 RT			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
B 544EB+38.95	54439.0	0.0	10.6	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B 544EB+66.83	54466.8	27.9	7.9	7.9	0.4	9.5	9.5	0.2	9.5	0.2	-0.2
B 545EB+00.00	54500.0	33.2	9.3	9.3	0.0	10.6	10.6	0.2	20.1	0.4	-0.4
B 546EB+00.00	54600.0	100.0	9.2	9.2	0.0	34.4	34.4	0.0	54.5	0.4	-0.4
B 547EB+00.00	54700.0	100.0	9.1	9.1	0.6	33.9	33.9	1.2	88.3	1.6	-1.6
B 548EB+00.00	54800.0	100.0	10.0	10.0	0.1	35.2	35.2	1.4	123.5	3.0	-3.0
B 548EB+86.52	54886.5	86.5	8.9	8.9	0.0	30.2	30.2	0.2	153.7	3.1	-3.1
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	153.7	153.7	3.1			

EB B 552+19 - B 560+00 RT			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
B 552EB+19.06	55219.1	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B 553EB+00.00	55300.0	80.9	25.5	25.5	0.0	48.9	48.9	0.0	48.9	0.0	0.0
B 554EB+00.00	55400.0	100.0	35.7	35.7	0.0	113.3	113.3	0.0	162.2	0.0	0.0
B 555EB+00.00	55500.0	100.0	8.5	8.5	1.3	81.8	81.8	2.5	244.0	2.5	-2.5
B 556EB+00.00	55600.0	100.0	6.4	6.4	12.1	27.6	27.6	25.0	271.6	27.4	-27.4
B 557EB+00.00	55700.0	100.0	5.7	5.7	25.3	22.3	22.3	69.4	293.9	96.8	-96.8
B 558EB+00.00	55800.0	100.0	4.8	4.8	28.0	19.3	19.3	98.7	313.2	195.5	-195.5
B 559EB+00.00	55900.0	100.0	3.9	3.9	1.1	16.1	16.1	53.9	329.4	249.4	-249.4
B 560EB+00.00	56000.0	100.0	6.3	6.3	0.3	19.0	19.0	2.6	348.4	252.0	-252.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	348.4	348.4	252.0			

EB B 587+00 - 590+75			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
B 587EB+00.61	58700.6	0.0	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B 588EB+00.00	58800.0	99.4	11.5	11.5	0.0	31.0	31.0	0.0	31.0	0.0	0.0
B 589EB+00.00	58900.0	100.0	23.4	23.4	0.0	64.8	64.8	0.0	95.7	0.0	0.0
B 590EB+00.00	59000.0	100.0	8.9	8.9	0.0	59.9	59.9	0.0	155.6	0.0	0.0
B 590EB+75.00	59075.0	75.0	5.3	5.3	0.0	19.7	19.7	0.0	175.3	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	175.3	175.3	0.0			

RSW 587+00 - 590+50 RT			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
587RSW+00.99	58701.0	0.0	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
587RSW+10.00	58710.0	9.0	7.3	7.3	5.7	2.7	2.7	1.0	2.7	1.0	-1.0
588RSW+00.00	58800.0	90.0	12.5	12.5	0.0	33.1	33.1	9.5	35.8	10.5	-10.5
589RSW+00.00	58900.0	100.0	9.3	9.3	0.0	40.4	40.4	0.0	76.3	10.5	-10.5
590RSW+00.00	59000.0	100.0	8.2	8.2	0.0	32.4	32.4	0.0	108.6	10.5	-10.5
590RSW+50.00	59050.0	50.0	8.2	8.2	8.2	15.2	15.2	7.6	123.8	18.1	-18.1
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	123.8	123.8	18.1			

EB C 590+75 - C 592+50 RT			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
C 590EB+75.00	59075.0	0.0	16.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C 591EB+00.00	59100.0	25.0	9.6	9.6	0.0	11.8	11.8	0.0	11.8	0.0	0.0
C 592EB+00.00	59200.0	100.0	13.4	13.4	0.0	42.4	42.4	0.0	54.3	0.0	0.0
C 592EB+50.00	59250.0	50.0	12.0	12.0	0.2	23.5	23.5	0.1	77.8	0.2	-0.2
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	77.8	77.8	0.2			

RSW 589+09 - 590+50			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
589RSW+08.70	58908.7	0.0	6.4	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
590RSW+00.00	59000.0	91.3	3.4	3.4	0.0	16.6	16.6	0.0	16.6	0.0	0.0
590RSW+50.00	59050.0	50.0	10.9	10.9	0.0	13.3	13.3	0.0	29.8	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	29.8	29.8	0.0			

EB C 593+98 - EB C 601+66			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
C 593EB+97.59	59397.6	0.0	8.5	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C 594EB+00.00	59400.0	2.4	6.3	6.3	0.0	0.7	0.7	0.0	0.7	0.0	0.0
C 595EB+00.00	59500.0	100.0	6.0	6.0	0.0	22.6	22.6	0.0	23.3	0.0	0.0
C 596EB+00.00	59600.0	100.0	8.9	8.9	0.0	27.5	27.5	0.0	50.8	0.0	0.0
C 597EB+00.00	59700.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	83.7	0.0	0.0
C 598EB+00.00	59800.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	116.7	0.0	0.0
C 599EB+00.00	59900.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	149.6	0.0	0.0
C 600EB+00.00	60000.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	182.5	0.0	0.0
C 601EB+00.00	60100.0	100.0	9.1	9.1	0.0	33.2	33.2	0.0	215.7	0.0	0.0
C 601EB+66.33	60166.3	66.3	3.9	3.9	0.0	9.6	9.6	0.0	225.3	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	225.3	225.3	0.0			

RSE 601+32 - EB C 613+20.51			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
601RSE+32.46	60132.5	0.0	3.9	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
602RSE+00.00	60200.0	67.5	6.5	6.5	0.0	12.9	12.9	0.0	12.9	0.0	0.0
603RSE+00.00	60300.0	100.0	7.0	7.0	0.0	24.9	24.9	0.0	37.8	0.0	0.0
603RSE+04.29	60304.3	4.3	3.9	3.9	0.0	0.6	0.6	0.0	38.4	0.0	0.0
	BK										
	AH										
C 603EB+13.89	60313.9	0.0	6.8	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C 604EB+00.00	60400.0	86.1	7.4	7.4	0.0	22.8	22.8	0.0	22.8	0.0	0.0
C 605EB+00.00	60500.0	100.0	8.9	8.9	0.0	30.3	30.3	0.0	53.0	0.0	0.0
C 606EB+00.00	60600.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	86.0	0.0	0.0
C 607EB+00.00	60700.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	118.9	0.0	0.0
C 608EB+00.00	60800.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	151.8	0.0	0.0
C 609EB+00.00	60900.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	184.7	0.0	0.0
C 610EB+00.00	61000.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	217.6	0.0	0.0
C 611EB+00.00	61100.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	250.6	0.0	0.0
C 612EB+00.00	61200.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	283.5	0.0	0.0
C 613EB+00.00	61300.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	316.4	0.0	0.0
C 613EB+20.51	61320.5	20.5	8.9	8.9	0.0	6.8	6.8	0.0	323.2	0.0	0.0
					Column Totals	361.6	361.6	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB D 623+58 - E 19+02			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
D 623EB+58.47	62358.5	0.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D 624EB+00.00	62400.0	41.5	2.1	2.1	0.0	2.9	2.9	0.0	2.9	0.0	0.0
D 624EB+72.59	62472.6	72.6	15.9	15.9	0.0	24.2	24.2	0.0	27.1	0.0	0.0
D 625EB+00.00	62500.0	27.4	14.3	14.3	0.0	15.3	15.3	0.0	42.4	0.0	0.0
D 626EB+00.00	62600.0	100.0	12.2	12.2	0.0	49.0	49.0	0.0	91.5	0.0	0.0
D 627EB+00.00	62700.0	100.0	12.6	12.6	0.0	46.0	46.0	0.0	137.4	0.0	0.0
D 628EB+00.00	62800.0	100.0	12.2	12.2	0.0	46.0	46.0	0.0	183.4	0.0	0.0
	BK										
	AH										
E 18EB+07.96	1808.0	7.6	17.6	17.6	0.0	4.2	4.2	0.0	187.6	0.0	-1.2
E 19EB+00.00	1900.0	0.0	1.8	1.8	0.0	0.0	0.0	0.0	187.6	0.0	-1.2
E 19EB+01.60	1901.6	1.6	1.7	1.7	0.0	0.1	0.1	0.0	187.7	0.0	-1.2
					Column Totals	187.7	187.7	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB E 26+15 - TSW 44+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 26EB+15.46	2615.5	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E 27EB+00.00	2700.0	84.5	6.7	6.7	0.0	20.9	20.9	0.0	20.9	0.0	0.0
E 28EB+00.00	2800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	45.6	0.0	0.0
E 29EB+00.00	2900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	70.3	0.0	0.0
E 30EB+00.00	3000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	94.9	0.0	0.0
E 31EB+00.00	3100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	119.6	0.0	0.0
E 32EB+00.00	3200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	144.3	0.0	0.0
E 33EB+00.00	3300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	169.0	0.0	0.0
E 34EB+00.00	3400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	193.7	0.0	0.0
E 35EB+00.00	3500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	218.4	0.0	0.0
E 36EB+00.00	3600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	243.1	0.0	0.0
E 37EB+00.00	3700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	267.8	0.0	0.0
E 38EB+00.00	3800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	292.5	0.0	0.0
E 39EB+00.00	3900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	317.2	0.0	0.0
E 40EB+00.00	4000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	341.8	0.0	0.0
E 40EB+08.52	4008.5	8.5	6.7	6.7	0.0	2.1	2.1	0.0	344.0	0.0	0.0
	BK AH										
40TSW+08.52	4008.5	0.0	6.7	6.7	0.0	0.0	0.0	0.0	344.0	0.0	0.0
41TSW+00.00	4100.0	91.5	6.7	6.7	0.0	22.6	22.6	0.0	366.5	0.0	0.0
42TSW+00.00	4200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	391.2	0.0	0.0
43TSW+00.00	4300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	415.9	0.0	0.0
44TSW+00.00	4400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	440.6	0.0	0.0
					Column Totals	440.6	440.6	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB E 41+53 - E EB 61+63			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 41EB+52.55	4152.6	0.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E 42EB+00.00	4200.0	47.4	3.3	3.3	0.0	4.4	4.4	0.0	4.4	0.0	0.0
E 43EB+00.00	4300.0	100.0	8.6	8.6	0.0	22.0	22.0	0.0	26.4	0.0	0.0
E 44EB+00.00	4400.0	100.0	6.7	6.7	0.0	28.2	28.2	0.0	54.6	0.0	0.0
E 45EB+00.00	4500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	79.3	0.0	0.0
E 46EB+00.00	4600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	104.0	0.0	0.0
E 47EB+00.00	4700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	128.7	0.0	0.0
E 48EB+00.00	4800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	153.4	0.0	0.0
E 49EB+00.00	4900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	178.0	0.0	0.0
E 50EB+00.00	5000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	202.7	0.0	0.0
E 51EB+00.00	5100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	227.4	0.0	0.0
E 52EB+00.00	5200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	252.1	0.0	0.0
E 53EB+00.00	5300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	276.8	0.0	0.0
E 54EB+00.00	5400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	301.5	0.0	0.0
E 55EB+00.00	5500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	326.2	0.0	0.0
E 56EB+00.00	5600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	350.9	0.0	0.0
E 57EB+00.00	5700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	375.6	0.0	0.0
E 58EB+00.00	5800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	400.3	0.0	0.0
E 59EB+00.00	5900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	424.9	0.0	0.0
E 60EB+00.00	6000.0	100.0	10.3	10.3	0.0	31.4	31.4	0.0	456.4	0.0	0.0
E 61EB+00.00	6100.0	100.0	3.7	3.7	0.0	25.8	25.8	0.0	482.2	0.0	0.0
E 61EB+62.91	6162.9	62.9	1.7	1.7	0.0	6.2	6.2	0.0	488.4	0.0	0.0
					Column Totals	488.4	488.4	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

TSE 60+75 - EB E 80+64			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
60TSE+75.02	6075.0	0.0	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
61TSE+00.00	6100.0	25.0	3.5	3.5	0.0	2.7	2.7	0.0	2.7	0.0	0.0
62TSE+00.00	6200.0	100.0	5.0	5.0	0.0	15.7	15.7	0.0	18.4	0.0	0.0
62TSE+70.86	6270.9	70.9	5.0	5.0	0.0	13.1	13.1	0.0	31.5	0.0	0.0
	BK										
	AH										
E 62EB+70.86	6270.9	0.0	5.0	5.0	0.0	0.0	0.0	0.0	31.5	0.0	0.0
E 63EB+00.00	6300.0	29.1	5.0	5.0	0.0	5.4	5.4	0.0	36.9	0.0	0.0
E 64EB+00.00	6400.0	100.0	5.0	5.0	0.0	18.5	18.5	0.0	55.4	0.0	0.0
E 65EB+00.00	6500.0	100.0	5.0	5.0	0.0	18.5	18.5	0.0	74.0	0.0	0.0
E 66EB+00.00	6600.0	100.0	5.0	5.0	0.0	18.5	18.5	0.0	92.5	0.0	0.0
E 67EB+00.00	6700.0	100.0	5.0	5.0	0.0	18.5	18.5	0.0	111.0	0.0	0.0
E 68EB+00.00	6800.0	100.0	5.0	5.0	0.0	18.5	18.5	0.0	129.5	0.0	0.0
E 69EB+00.00	6900.0	100.0	5.0	5.0	0.0	18.5	18.5	0.0	148.0	0.0	0.0
E 70EB+00.00	7000.0	100.0	5.0	5.0	0.0	18.5	18.5	0.0	166.6	0.0	0.0
E 71EB+00.00	7100.0	100.0	6.7	6.7	0.0	21.8	21.8	0.0	188.3	0.0	0.0
E 72EB+00.00	7200.0	100.0	6.7	6.7	0.0	24.8	24.8	0.0	213.2	0.0	0.0
E 73EB+00.00	7300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	237.8	0.0	0.0
E 74EB+00.00	7400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	262.5	0.0	0.0
E 75EB+00.00	7500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	287.2	0.0	0.0
E 76EB+00.00	7600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	311.9	0.0	0.0
E 77EB+00.00	7700.0	100.0	8.9	8.9	0.0	28.8	28.8	0.0	340.7	0.0	0.0
E 78EB+00.00	7800.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	373.6	0.0	0.0
E 79EB+00.00	7900.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	406.6	0.0	0.0
E 80EB+00.00	8000.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	439.5	0.0	0.0
E 80EB+63.96	8064.0	64.0	8.9	8.9	0.0	21.1	21.1	0.0	460.5	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	460.5	460.5	0.0			

EB E 139+76 - EB E 143+34			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 139EB+75.73	13975.7	0.0	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E 140EB+00.00	14000.0	24.3	8.9	8.9	0.0	8.0	8.0	0.0	8.0	0.0	0.0
E 141EB+00.00	14100.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	40.9	0.0	0.0
E 142EB+00.00	14200.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	73.8	0.0	0.0
E 143EB+00.00	14300.0	100.0	4.3	4.3	0.0	24.4	24.4	0.0	98.2	0.0	0.0
E 143EB+34.41	14334.4	34.4	1.7	1.7	0.0	3.8	3.8	0.0	102.0	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	102.0	102.0	0.0			

MSE 141+50 - MSE 144+50			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
141MSE+50.00	14150.0	0.0	6.4	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
142MSE+00.00	14200.0	50.0	6.0	6.0	0.0	11.5	11.5	0.0	11.5	0.0	0.0
143MSE+00.00	14300.0	100.0	6.2	6.2	0.0	22.7	22.7	0.0	34.1	0.0	0.0
144MSE+00.00	14400.0	100.0	6.9	6.9	0.0	24.3	24.3	0.0	58.4	0.0	0.0
144MSE+50.00	14450.0	50.0	5.7	5.7	6.8	11.7	11.7	6.3	70.0	6.3	-6.3
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	70.0	70.0	6.3			

EB E 144+50 - E 151+50			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 144EB+50.50	14450.5	0.0	5	5.1	2.2	0.0	0.0	0.0	0.0	0.0	0.0
E 145EB+00.00	14500.0	49.5	8	7.8	0.0	11.9	11.9	2.0	11.9	2.0	-2.0
E 146EB+00.00	14600.0	100.0	7	6.9	0.0	27.3	27.3	0.0	39.1	2.0	-2.0
E 147EB+00.00	14700.0	100.0	7	6.9	0.0	25.6	25.6	0.0	64.7	2.0	-2.0
E 148EB+00.00	14800.0	100.0	8	7.5	0.0	26.7	26.7	0.0	91.5	2.0	-2.0
E 149EB+00.00	14900.0	100.0	6	5.6	0.1	24.4	24.4	0.1	115.9	2.2	-2.2
E 150EB+00.00	15000.0	100.0	6	5.9	0.0	21.4	21.4	0.1	137.3	2.3	-2.3
E 151EB+00.00	15100.0	100.0	6	5.7	0.7	21.4	21.4	1.3	158.7	3.6	-3.6
E 151EB+50.00	15150.0	50.0	6	5.6	4.2	10.4	10.4	4.5	169.1	8.1	-8.1
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	169.1	169.1	8.1			

EB E 154+25 - 164+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 154EB+25.00	15425	0	5.7	5.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0
E 155EB+00.00	15500	75	6.4	6.4	0.0	16.8	16.8	1.0	16.8	1.0	-1.0
E 156EB+00.00	15600	100	6.8	6.8	0.0	24.4	24.4	0.1	41.1	1.0	-1.0
E 157EB+00.00	15700	100	6.3	6.3	0.3	24.2	24.2	0.6	65.4	1.7	-1.7
E 158EB+00.00	15800	100	7.2	7.2	0.0	25.0	25.0	0.6	90.3	2.3	-2.3
E 159EB+00.00	15900	100	6.9	6.9	0.0	26.0	26.0	0.0	116.4	2.3	-2.3
E 160EB+00.00	16000	100	7.7	7.7	0.0	26.9	26.9	0.0	143.3	2.3	-2.3
E 161EB+00.00	16100	100	7.7	7.7	0.0	28.5	28.5	0.0	171.8	2.3	-2.3
E 162EB+00.00	16200	100	9.1	9.1	0.0	31.1	31.1	0.0	202.9	2.3	-2.3
E 163EB+00.00	16300	100	7.4	7.4	0.0	30.6	30.6	0.0	233.5	2.3	-2.3
E 164EB+00.00	16400	100	11.8	11.8	0.0	35.6	35.6	0.0	269.1	2.3	-2.3
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	269.1	269.1	2.3			

SSW 166+25 - 170+50			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
166SSW+25.00	16625.0	0.0	23.2	23.2	0.00	0.0	0.0	0.0	0.0	0.0	0.0
167SSW+00.00	16700.0	75.0	36.1	36.1	0.00	82.4	82.4	0.0	82.4	0.0	0.0
167SSW+73.67	16773.7	73.7	7.05	7.05	0.00	58.9	58.9	0.0	141.3	0.0	0.0
168SSW+00.00	16800.0	26.3	6.39	6.39	0.00	6.6	6.6	0.0	147.8	0.0	0.0
169SSW+00.00	16900.0	100.0	6.39	6.39	0.00	23.7	23.7	0.0	171.5	0.0	0.0
170SSW+00.00	17000.0	100.0	6.39	6.39	0.00	23.7	23.7	0.0	195.1	0.0	0.0
170SSW+50.04	17050.0	50.0	6.39	6.39	0.00	11.8	11.8	0.0	207.0	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	207.0	207.0	0.0			

EB E 167+00 - E 176+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 167EB+00.00	16700.0	0.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E 168EB+00.00	16800.0	100.0	5.9	5.9	0.0	14.0	14.0	0.0	14.0	0.0	0.0
E 169EB+00.00	16900.0	100.0	11.7	11.7	0.0	32.7	32.7	0.0	46.8	0.0	0.0
E 170EB+00.00	17000.0	100.0	8.9	8.9	0.0	38.2	38.2	0.0	85.0	0.0	0.0
E 171EB+00.00	17100.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	117.9	0.0	0.0
E 172EB+00.00	17200.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	150.8	0.0	0.0
E 173EB+00.00	17300.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	183.7	0.0	0.0
E 174EB+00.00	17400.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	216.7	0.0	0.0
E 175EB+00.00	17500.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	249.6	0.0	0.0
E 176EB+00.00	17600.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	282.5	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	282.5	282.5	0.0			

EB E 182+00 - E 193+75			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 181EB+00.00	18100.0	0.0	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E 182EB+00.00	18200.0	100.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E 183EB+00.00	18300.0	100.0	12.7	12.7	0.0	35.9	35.9	0.0	35.9	0.0	0.0
E 184EB+00.00	18400.0	100.0	10.9	10.9	0.0	43.8	43.8	0.0	79.7	0.0	0.0
E 185EB+00.00	18500.0	100.0	6.0	6.0	0.0	31.4	31.4	0.0	111.1	0.0	0.0
E 186EB+00.00	18600.0	100.0	8.6	8.6	0.0	27.0	27.0	0.0	138.1	0.0	0.0
E 187EB+00.00	18700.0	100.0	6.9	6.9	0.0	28.6	28.6	0.0	166.7	0.0	0.0
E 188EB+00.00	18800.0	100.0	8.5	8.5	0.0	28.4	28.4	0.0	195.2	0.0	0.0
E 189EB+00.00	18900.0	100.0	7.7	7.7	0.0	29.9	29.9	0.0	225.1	0.0	0.0
E 190EB+00.00	19000.0	100.0	7.6	7.6	0.0	28.2	28.2	0.0	253.3	0.0	0.0
E 191EB+00.00	19100.0	100.0	19.3	19.3	0.0	49.8	49.8	0.0	303.0	0.0	0.0
E 192EB+00.00	19200.0	100.0	11.1	11.1	0.0	56.3	56.3	0.0	359.4	0.0	0.0
E 193EB+00.00	19300.0	100.0	5.0	5.0	0.0	29.8	29.8	0.0	389.2	0.0	0.0
E 193EB+75.14	19375.1	75.1	1.7	1.7	0.0	9.2	9.2	0.0	398.4	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	398.4	398.4	0.0			

EB E 194+01 - E 206EB+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 194EB+01.00	19401.0	0.0	5.6	5.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0
E 195EB+00.00	19500.0	99.0	6.5	6.5	0.8	22.2	22.2	8.1	22.2	8.1	-8.1
E 196EB+00.00	19600.0	100.0	7.3	7.3	0.9	25.6	25.6	3.1	47.8	11.2	-11.2
E 197EB+00.00	19700.0	100.0	8.4	8.4	0.0	29.2	29.2	1.6	77.0	12.8	-12.8
E 198EB+00.00	19800.0	100.0	8.5	8.5	0.0	31.3	31.3	0.0	108.3	12.8	-12.8
E 199EB+00.00	19900.0	100.0	7.7	7.7	0.0	30.0	30.0	0.0	138.3	12.8	-12.8
E 200EB+00.00	20000.0	100.0	10.3	10.3	0.0	33.3	33.3	0.0	171.6	12.8	-12.8
E 201EB+00.00	20100.0	100.0	6.7	6.7	0.0	31.4	31.4	0.0	203.0	12.8	-12.8
E 202EB+00.00	20200.0	100.0	7.7	7.7	0.0	26.6	26.6	0.0	229.6	12.8	-12.8
E 203EB+00.00	20300.0	100.0	7.7	7.7	0.0	28.6	28.6	0.0	258.1	12.8	-12.8
E 204EB+00.00	20400.0	100.0	8.0	8.0	0.0	29.1	29.1	0.0	287.2	12.8	-12.8
E 205EB+00.00	20500.0	100.0	7.6	7.6	0.0	28.9	28.9	0.0	316.1	12.8	-12.8
E 206EB+00.00	20600.0	100.0	6.5	6.5	4.1	26.1	26.1	7.6	342.2	20.4	-20.4
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	342.2	342.2	20.4			

EB F 50+62 - F 74+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
F 50EB+62.41	5062.4	0.0	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F 51EB+00.00	5100.0	37.6	8.9	8.9	0.0	12.4	12.4	0.0	12.4	0.0	0.0
F 52EB+00.00	5200.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	45.3	0.0	0.0
F 53EB+00.00	5300.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	78.2	0.0	0.0
F 54EB+00.00	5400.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	111.1	0.0	0.0
F 55EB+00.00	5500.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	144.1	0.0	0.0
F 56EB+00.00	5600.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	177.0	0.0	0.0
F 57EB+00.00	5700.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	209.9	0.0	0.0
F 58EB+00.00	5800.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	242.8	0.0	0.0
F 59EB+00.00	5900.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	275.7	0.0	0.0
F 60EB+00.00	6000.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	308.7	0.0	0.0
F 61EB+00.00	6100.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	341.6	0.0	0.0
F 62EB+00.00	6200.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	374.5	0.0	0.0
F 63EB+00.00	6300.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	407.4	0.0	0.0
F 64EB+00.00	6400.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	440.3	0.0	0.0
F 65EB+00.00	6500.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	473.3	0.0	0.0
F 66EB+00.00	6600.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	506.2	0.0	0.0
F 67EB+00.00	6700.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	539.1	0.0	0.0
F 68EB+00.00	6800.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	572.0	0.0	0.0
F 69EB+00.00	6900.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	604.9	0.0	0.0
F 70EB+00.00	7000.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	637.9	0.0	0.0
F 71EB+00.00	7100.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	670.8	0.0	0.0
F 72EB+00.00	7200.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	703.7	0.0	0.0
F 73EB+00.00	7300.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	736.6	0.0	0.0
F 74EB+00.00	7400.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	769.5	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	769.5	769.5	0.0			

78HES+38 - 81HES+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
78HES+37.63	7837.6	0.0	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
79HES+00.00	7900.0	62.4	6.4	6.4	0.0	17.6	17.6	0.0	17.6	0.0	0.0
80HES+00.00	8000.0	100.0	6.4	6.4	0.0	23.7	23.7	0.0	41.3	0.0	0.0
81HES+00.00	8100.0	100.0	6.4	6.4	0.0	23.7	23.7	0.0	65.0	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	65.0	65.0	0.0			

WB 519+96 - WB A 527+21			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
519WB+96	51995.8	0.0	12.2	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
520WB+00	52000.0	4.2	12.2	12.2	0.0	1.9	1.9	0.0	1.9	0.0	0.0
521WB+00	52100.0	100.0	12.2	12.2	0.0	45.3	45.3	0.0	47.2	0.0	0.0
522WB+00	52200.0	100.0	12.2	12.2	0.0	45.3	45.3	0.0	92.4	0.0	0.0
523WB+00	52300.0	100.0	12.2	12.2	0.0	45.3	45.3	0.0	137.7	0.0	0.0
524WB+00	52400.0	100.0	12.2	12.2	0.0	45.3	45.3	0.0	183.0	0.0	0.0
525WB+00	52500.0	100.0	18.1	18.1	0.0	56.2	56.2	0.0	239.1	0.0	0.0
	BK										
	AH										
A 526WB+00	52600.0	87.2	11.8	11.8	0.0	48.3	48.3	0.0	287.4	0.0	0.0
A 527WB+00	52700.0	100.0	5.3	5.3	0.0	31.6	31.6	0.0	319.0	0.0	0.0
A 527WB+21	52721.2	21.2	3.9	3.9	0.0	3.6	3.6	0.0	322.6	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	322.6	322.6	0.0			

WB A 529+01 - WB A 537+69			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
A 529WB+01	52901.4	0.0	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A 530WB+00	53000.0	98.6	8.9	8.9	0.0	32.5	32.5	0.0	32.5	0.0	0.0
A 531WB+00	53100.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	65.4	0.0	0.0
A 532WB+00	53200.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	98.3	0.0	0.0
A 533WB+00	53300.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	131.2	0.0	0.0
A 534WB+00	53400.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	164.1	0.0	0.0
A 535WB+00	53500.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	197.0	0.0	0.0
A 536WB+00	53600.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	229.9	0.0	0.0
A 537WB+00	53700.0	100.0	8.3	8.3	0.0	31.9	31.9	0.0	261.8	0.0	0.0
A 537WB+69	53769.2	69.2	8.3	8.3	0.0	21.3	21.3	0.0	283.1	0.0	0.0
					Column Totals	283.1	283.1	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB B 545+72 - WB B 548+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
B 545WB+72	54571.6	0.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B 546WB+00	54600.0	28.4	4.8	4.8	0.0	3.4	3.4	0.0	3.4	0.0	0.0
B 546WB+57	54657.5	57.5	14.1	14.1	0.0	20.1	20.1	0.0	23.5	0.0	0.0
B 547WB+00	54700.0	42.5	8.9	8.9	0.0	18.1	18.1	0.0	41.6	0.0	0.0
B 548WB+00	54800.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	74.5	0.0	0.0
					Column Totals	74.5	74.5	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB B 554+43 - WB B 563+17			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
B 554WB+43	55443.5	0.0	6.9	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B 555WB+00	55500.0	56.5	13.1	13.1	0.0	20.9	20.9	0.0	20.9	0.0	0.0
B 556WB+00	55600.0	100.0	9.6	9.6	22.6	41.9	41.9	41.9	62.8	41.9	-41.9
B 557WB+00	55700.0	100.0	8.3	8.3	8.2	33.2	33.2	57.0	96.0	98.8	-98.8
B 558WB+00	55800.0	100.0	7.9	7.9	1.2	29.9	29.9	17.2	125.9	116.1	-116.1
B 559WB+00	55900.0	100.0	11.2	11.2	0.0	35.4	35.4	2.1	161.3	118.2	-118.2
B 560WB+00	56000.0	100.0	10.9	10.9	0.0	40.9	40.9	0.0	202.2	118.2	-118.2
B 560WB+17	56017.3	17.3	23.6	23.6	0.0	11.1	11.1	0.0	213.3	118.2	-118.2
B 561WB+00	56100.0	82.7	11.9	11.9	0.0	54.3	54.3	0.0	267.6	118.2	-118.2
B 562WB+00	56200.0	100.0	6.6	6.6	0.0	34.3	34.3	0.0	301.9	118.2	-118.2
B 563WB+00	56300.0	100.0	2.4	2.4	0.0	16.6	16.6	0.0	318.4	118.2	-118.2
B 563WB+17	56316.9	16.9	1.7	1.7	0.0	1.3	1.3	0.0	319.7	118.2	-118.2
					Column Totals	319.7	319.7	118.2			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

PNE 558+00 - 560+17			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
558PNE+00	55800.0	0.0	4.0	4.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0
559PNE+00	55900.0	100.0	5.6	5.6	0.0	17.8	17.8	11.6	17.8	11.6	-11.6
560PNE+00	56000.0	100.0	5.9	5.9	0.0	21.2	21.2	0.0	39.0	11.6	-11.6
560PNE+17	56016.5	16.5	3.3	3.3	0.0	2.8	2.8	0.0	41.8	11.6	-11.6
					Column Totals	41.8	41.8	11.6			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

PNE 561+00 - 562+89			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
561PNE+00	56100.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
562PNE+00	56200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	24.7	0.0	0.0
562PNE+89	56289.1	89.1	6.7	6.7	0.0	22.0	22.0	0.0	46.7	0.0	0.0
					Column Totals	46.7	46.7	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB B 586+00 - RSW 590+36			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
B 586WB+00	58600.0	0.0	10.4	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	BK										
	AH										
587RNW+00	58700.0	100.0	8.7	8.7	0.0	35.5	35.5	0.0	35.5	0.0	0.0
588RNW+00	58800.0	100.0	8.9	8.9	0.0	32.7	32.7	0.0	68.2	0.0	0.0
589RNW+00	58900.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	101.1	0.0	0.0
590RNW+00	59000.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	134.0	0.0	0.0
590RNW+36	59036.0	35.9	4.3	4.3	0.0	5.7	5.7	0.0	139.7	0.0	0.0
					Column Totals	139.7	139.7	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB B 588+57 - C 598+60			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
B 588WB+57	58857.2	0.0	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B 589WB+00	58900.0	42.8	2.7	2.7	0.0	3.9	3.9	0.0	3.9	0.0	0.0
	BK										
	AH										
C 590WB+00	59000.0	90.6	3.4	3.4	0.0	10.2	10.2	0.0	14.2	0.0	0.0
C 591WB+00	59100.0	100.0	6.8	6.8	0.0	18.8	18.8	0.0	33.0	0.0	0.0
C 591WB+84	59183.9	83.9	14.2	14.2	0.0	32.6	32.6	0.0	65.6	0.0	0.0
C 592WB+00	59200.0	16.1	8.9	8.9	0.0	6.9	6.9	0.0	72.5	0.0	0.0
C 593WB+00	59300.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	105.4	0.0	0.0
C 594WB+00	59400.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	138.3	0.0	0.0
C 595WB+00	59500.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	171.2	0.0	0.0
C 596WB+00	59600.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	204.1	0.0	0.0
C 597WB+00	59700.0	100.0	6.7	6.7	0.0	28.8	28.8	0.0	232.9	0.0	0.0
C 598WB+00	59800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	257.6	0.0	0.0
C 598WB+60	59860.0	60.0	6.7	6.7	0.0	14.8	14.8	0.0	272.4	0.0	0.0
					Column Totals	272.4	272.4	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB C 600+00 - WB C 605+36			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
C 600WB+00	60000.0	0.0	9.4	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C 601WB+00	60100.0	100.0	8.9	8.9	0.0	33.9	33.9	0.0	33.9	0.0	0.0
C 602WB+00	60200.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	66.8	0.0	0.0
C 603WB+00	60300.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	99.8	0.0	0.0
C 603WB+60	60359.5	59.5	20.9	20.9	0.0	32.8	32.8	0.0	132.6	0.0	0.0
C 604WB+00	60400.0	40.5	15.2	15.2	0.0	27.0	27.0	0.0	159.6	0.0	0.0
C 605WB+00	60500.0	100.0	4.4	4.4	0.0	36.4	36.4	0.0	196.0	0.0	0.0
C 605WB+36	60536.2	36.2	1.7	1.7	0.0	4.1	4.1	0.0	200.1	0.0	0.0
					Column Totals	200.1	200.1	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

RNE 603+50 - 605+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
603RNE+50	60350.0	0.0	6.6	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
604RNE+00	60400.0	50.0	6.6	6.6	0.0	12.2	12.2	0.0	12.2	0.0	0.0
605RNE+00	60500.0	100.0	6.1	6.1	4.6	23.4	23.4	8.4	35.6	8.4	-8.4
					Column Totals	35.6	35.6	8.4			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB C 607+50 - C 611+25			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
C 607WB+50	60750.0	0.0	7.9	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C 608WB+00	60800.0	50.0	6.8	6.8	0.4	13.6	13.6	0.3	13.6	0.3	-0.3
C 609WB+00	60900.0	100.0	0.3	0.3	1.5	13.1	13.1	3.4	26.8	3.8	-3.8
C 610WB+00	61000.0	100.0	8.5	8.5	4.1	16.2	16.2	10.5	43.0	14.2	-14.2
C 611WB+00	61100.0	100.0	7.5	7.5	1.7	29.6	29.6	10.9	72.6	25.1	-25.1
C 611WB+25	61125.0	25.0	10.3	10.3	0.0	8.2	8.2	0.8	80.9	25.9	-25.9
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	80.9	80.9	25.9			

WB C 615+00 - JNW 18+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
C 615WB+00	61500.0	0.0	15.6	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C 615WB+85	61584.9	48.7	14.4	14.4	0.0	27.0	27.0	0.0	27.0	0.0	0.0
	BK										
	AH										
18JNW+00	1800.0	0.0	8.9	8.9	0.0	0.0	0.0	0.0	27.0	0.0	0.0
19JNW+00	1900.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	59.9	0.0	0.0
19JNW+33	1933.0	33.0	8.9	8.9	0.0	10.9	10.9	0.0	70.8	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	70.8	70.8	0.0			

WB D 616+36 - D 617+75			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
D 616WB+36	61636.4	0.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D 617WB+00	61700.0	63.6	14.6	14.6	0.0	19.2	19.2	0.0	19.2	0.0	0.0
D 617WB+08	61707.6	7.6	16.9	16.9	0.0	4.4	4.4	0.0	23.6	0.0	0.0
D 617WB+75	61775.0	67.4	8.9	8.9	0.0	32.2	32.2	0.0	55.8	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	55.8	55.8	0.0			

JNE 106+00 - 106+96			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
106JNE+00	10600.0	0.0	4.7	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
106JNE+60	10660.1	60.1	15.1	15.1	0.0	22.1	22.1	0.0	22.1	0.0	0.0
106JNE+96	10696.4	36.3	3.9	3.9	0.0	12.8	12.8	0.0	34.8	0.0	0.0
					Column Totals	34.8	34.8	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB E 635+00 - E 649+75			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
E 635WB+00	63500.0	0.0	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E 636WB+00	63600.0	100.0	6.7	6.7	0.0	28.8	28.8	0.0	28.8	0.0	0.0
E 637WB+00	63700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	53.5	0.0	0.0
E 638WB+00	63800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	78.2	0.0	0.0
E 639WB+00	63900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	102.9	0.0	0.0
E 640WB+00	64000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	127.6	0.0	0.0
E 641WB+00	64100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	152.3	0.0	0.0
E 642WB+00	64200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	176.9	0.0	0.0
E 643WB+00	64300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	201.6	0.0	0.0
E 644WB+00	64400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	226.3	0.0	0.0
E 645WB+00	64500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	251.0	0.0	0.0
E 646WB+00	64600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	275.7	0.0	0.0
E 647WB+00	64700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	300.4	0.0	0.0
E 648WB+00	64800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	325.1	0.0	0.0
E 649WB+00	64900.0	100.0									
E 649WB+75	64974.7	74.7	6.7	6.7	0.0	18.4	18.4	0.0	343.5	0.0	0.0
					Column Totals	343.5	343.5	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

TNW 42+00 - 44+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
42TNW+00	4200.0	0.0	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
43TNW+00	4300.0	100.0	6.7	6.7	0.0	28.8	28.8	0.0	28.8	0.0	0.0
44TNW+00	4400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	53.5	0.0	0.0
					Column Totals	53.5	53.5	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB E 651+46 - F 672+71			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 651WB+46	65146	0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E 652WB+00	65200	54	4.4	4.4	0.0	6.0	6.0	0.0	6.0	0.0	0.0
E 653WB+00	65300	100	11.0	11.0	0.0	28.5	28.5	0.0	34.6	0.0	0.0
E 653WB+26	65326	26	13.0	13.0	0.0						
E 654WB+00	65400	74	6.7	6.7	0.0	28.1	28.1	0.0	62.6	0.0	0.0
	BK										
	AH										
F 655WB+00	65500	101	6.7	6.7	0.0	25.0	25.0	0.0	87.6	0.0	0.0
F 656WB+00	65600	100	6.7	6.7	0.0	24.7	24.7	0.0	112.3	0.0	0.0
F 657WB+00	65700	100	6.7	6.7	0.0	24.7	24.7	0.0	137.0	0.0	0.0
F 658WB+00	65800	100	6.7	6.7	0.0	24.7	24.7	0.0	161.7	0.0	0.0
F 659WB+00	65900	100	6.7	6.7	0.0	24.7	24.7	0.0	186.4	0.0	0.0
F 660WB+00	66000	100	6.7	6.7	0.0	24.7	24.7	0.0	211.1	0.0	0.0
F 661WB+00	66100	100	6.7	6.7	0.0	24.7	24.7	0.0	235.8	0.0	0.0
F 662WB+00	66200	100	6.7	6.7	0.0	24.7	24.7	0.0	260.4	0.0	0.0
F 663WB+00	66300	100	6.7	6.7	0.0	24.7	24.7	0.0	285.1	0.0	0.0
F 664WB+00	66400	100	6.7	6.7	0.0	24.7	24.7	0.0	309.8	0.0	0.0
F 665WB+00	66500	100	6.7	6.7	0.0	24.7	24.7	0.0	334.5	0.0	0.0
F 666WB+00	66600	100	6.7	6.7	0.0	24.7	24.7	0.0	359.2	0.0	0.0
F 667WB+00	66700	100	6.7	6.7	0.0	24.7	24.7	0.0	383.9	0.0	0.0
F 668WB+00	66800	100	6.7	6.7	0.0	24.7	24.7	0.0	408.6	0.0	0.0
F 669WB+00	66900	100	6.7	6.7	0.0	24.7	24.7	0.0	433.3	0.0	0.0
F 670WB+00	67000	100	6.7	6.7	0.0	24.7	24.7	0.0	458.0	0.0	0.0
F 671WB+00	67100	100	6.7	6.7	0.0	24.7	24.7	0.0	482.7	0.0	0.0
F 671WB+33	67133	33	10.6	10.6	0.0						
F 672WB+00	67200	67	6.3	6.3	0.0	19.5	19.5	0.0	502.1	0.0	0.0
F 673WB+00	67300	100	1.7	1.7	0.0	14.7	14.7	0.0	516.8	0.0	0.0
					Column Totals	516.8	516.8	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

TNE 62+23 - WB F 691+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
62TNE+23	6223.5	0.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
63TNE+00	6300.0	76.5	3.0	3.0	0.0	6.6	6.6	0.0	6.6	0.0	0.0
64TNE+00	6400.0	100.0	4.7	4.7	0.0	14.4	14.4	0.0	21.0	0.0	0.0
64TNE+09	6409.2	9.1	4.9	4.9	0.0	1.6	1.6	0.0	22.7	0.0	0.0
	BK										
	AH										
F 674WB+10	67409.7	0.0	4.9	4.9	0.0	0.0	0.0	0.0	22.7	0.0	0.0
F 675WB+00	67500.0	90.3	6.4	6.4	0.0	19.0	19.0	0.0	41.7	0.0	0.0
F 676WB+00	67600.0	100.0	6.7	6.7	0.0	24.3	24.3	0.0	66.0	0.0	0.0
F 677WB+00	67700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	90.6	0.0	0.0
F 678WB+00	67800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	115.3	0.0	0.0
F 679WB+00	67900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	140.0	0.0	0.0
F 680WB+00	68000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	164.7	0.0	0.0
F 681WB+00	68100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	189.4	0.0	0.0
F 682WB+00	68200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	214.1	0.0	0.0
F 683WB+00	68300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	238.8	0.0	0.0
F 684WB+00	68400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	263.5	0.0	0.0
F 685WB+00	68500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	288.2	0.0	0.0
F 686WB+00	68600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	312.9	0.0	0.0
F 687WB+00	68700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	337.5	0.0	0.0
F 688WB+00	68800.0	100.0	8.9	8.9	0.0	28.8	28.8	0.0	366.4	0.0	0.0
F 689WB+00	68900.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	399.3	0.0	0.0
F 690WB+00	69000.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	432.2	0.0	0.0
F 691WB+00	69100.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	465.1	0.0	0.0
					Column Totals	465.1	465.1	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB H 749+58 - H 752+79			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
H 749WB+58	74957.6	0.0	12.9	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H 750WB+00	75000.0	42.4	10.8	10.8	0.0	18.6	18.6	0.0	18.6	0.0	0.0
H 751WB+00	75100.0	100.0	11.9	11.9	0.0	42.1	42.1	0.0	60.7	0.0	0.0
H 752WB+00	75200.0	100.0	6.2	6.2	0.0	33.5	33.5	0.0	94.2	0.0	0.0
H 752WB+79	75279.2	79.2	1.7	1.7	0.0	11.5	11.5	0.0	105.7	0.0	0.0
					Column Totals	105.7	105.7	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB H 756+25 - SNW 163+50			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
H 756WB+25	75625.0	0.0	6.4	6.4	4.7	0.0	0.0	0.0	0.0	0.0	0.0
H 757WB+00	75700.0	75.0	7.9	7.9	0.0	19.9	19.9	6.5	19.9	6.5	-6.5
H 758WB+00	75800.0	100.0	7.5	7.5	0.0	28.5	28.5	0.0	48.4	6.5	-6.5
H 759WB+00	75900.0	100.0	7.8	7.8	0.0	28.4	28.4	0.0	76.8	6.5	-6.5
H 760WB+00	76000.0	100.0	7.7	7.7	0.0	28.7	28.7	0.0	105.5	6.5	-6.5
H 761WB+00	76100.0	100.0	8.0	8.0	0.0	29.1	29.1	0.0	134.6	6.5	-6.5
H 762WB+00	76200.0	100.0	8.1	8.1	0.0	29.8	29.8	0.0	164.4	6.5	-6.5
H 763WB+00	76300.0	100.0	11.1	11.1	0.0	35.4	35.4	0.0	199.9	6.5	-6.5
H 764WB+00	76400.0	100.0	7.6	7.6	0.1	34.6	34.6	0.1	234.5	6.7	-6.7
H 765WB+00	76500.0	100.0	5.6	5.6	0.7	24.5	24.5	1.5	258.9	8.1	-8.1
H 766WB+00	76600.0	100.0	7.4	7.4	1.4	24.1	24.1	3.9	283.0	12.0	-12.0
H 767WB+00	76700.0	100.0	8.1	8.1	0.7	28.8	28.8	3.8	311.8	15.8	-15.8
H 768WB+00	76800.0	100.0	9.0	9.0	0.0	31.8	31.8	1.3	343.5	17.0	-17.0
H 769WB+00	76900.0	100.0	10.4	10.4	0.0	35.9	35.9	0.0	379.4	17.0	-17.0
H 769WB+85	76985.0	85.0	10.6	10.6	0.0	33.0	33.0	0.0	412.5	17.0	-17.0
	BK										
	AH										
159SNW+85	15985.1	0.0	6.7	6.7	0.0	0.0	0.0	0.0	412.5	17.0	-17.0
160SNW+00	16000.0	14.9	6.7	6.7	0.0	3.7	3.7	0.0	416.1	17.0	-17.0
161SNW+00	16100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	440.8	17.0	-17.0
162SNW+00	16200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	465.5	17.0	-17.0
163SNW+00	16300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	490.2	17.0	-17.0
163SNW+50	16350.0	50.0	6.7	6.7	0.0	12.3	12.3	0.0	502.6	17.0	-17.0
					Column Totals	502.6	502.6	17.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB H 776+30 - J 788+52			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
H 776WB+30	77630.4	0.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H 777WB+00	77700.0	69.6	2.9	2.9	0.0	5.9	5.9	0.0	5.9	0.0	0.0
H 778WB+00	77800.0	100.0	7.1	7.1	0.0	18.5	18.5	0.0	24.4	0.0	0.0
H 779WB+00	77900.0	100.0	15.6	15.6	0.0	41.9	41.9	0.0	66.4	0.0	0.0
H 780WB+00	78000.0	100.0	7.7	7.7	0.0	43.2	43.2	0.0	109.5	0.0	0.0
H 781WB+00	78100.0	100.0	8.1	8.1	0.0	29.4	29.4	0.0	138.9	0.0	0.0
H 782WB+00	78200.0	100.0	7.9	7.9	0.0	29.7	29.7	0.0	168.6	0.0	0.0
H 783WB+00	78300.0	100.0	7.9	7.9	0.0	29.2	29.2	0.0	197.8	0.0	0.0
H 784WB+00	78400.0	100.0	8.0	8.0	0.0	29.4	29.4	0.0	227.2	0.0	0.0
H 785WB+00	78500.0	100.0	8.4	8.4	0.0	30.3	30.3	0.0	257.5	0.0	0.0
H 786WB+00	78600.0	100.0	8.7	8.7	0.0	31.7	31.7	0.0	289.1	0.0	0.0
	BK										
	AH										
J 787WB+00	78700.0	94.2	8.9	8.9	0.0	30.7	30.7	0.0	319.9	0.0	0.0
J 788WB+00	78800.0	100.0	8.4	8.4	0.0	32.1	32.1	0.0	352.0	0.0	0.0
J 788WB+52	78852.4	52.4	8.9	8.9	0.0	16.8	16.8	0.0	368.8	0.0	0.0
					Column Totals	368.8	368.8	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB J 794+00 - J 801+06			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
J 794WB+00	79400.0	0.0	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J 795WB+00	79500.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	32.9	0.0	0.0
J 796WB+00	79600.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	65.8	0.0	0.0
J 797WB+00	79700.0	100.0	8.9	8.9	0.0	32.9	32.9	0.0	98.8	0.0	0.0
J 797WB+41	79740.8	40.8	20.8	20.8	0.0	22.5	22.5	0.0	121.3	0.0	0.0
J 798WB+00	79800.0	59.2	15.8	15.8	0.0	40.1	40.1	0.0	161.4	0.0	0.0
J 799WB+00	79900.0	100.0	10.3	10.3	0.0	48.3	48.3	0.0	209.7	0.0	0.0
J 800WB+00	80000.0	100.0	6.1	6.1	0.0	30.5	30.5	0.0	240.2	0.0	0.0
J 801WB+00	80100.0	100.0	1.9	1.9	0.0	14.8	14.8	0.0	255.0	0.0	0.0
J 801WB+06	80105.6	5.6	1.7	1.7	0.0	0.4	0.4	0.0	255.4	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	255.4	255.4	0.0			

SNE 190+00 - 191+79			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
190SNE+00	19000.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
191SNE+00	19100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	24.7	0.0	0.0
191SNE+79	19179.5	79.5	6.7	6.7	0.0	19.6	19.6	0.0	44.3	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	44.3	44.3	0.0			

WB J 806+25 - K 845+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
J 806WB+25.00	80625.00	0.00	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J 807WB+00.00	80700.00	75.00	8.9	8.9	0.0	24.7	24.7	0.0	24.7	0.0	0.0
J 808WB+00.00	80800.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	57.6	0.0	0.0
J 809WB+00.00	80900.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	90.5	0.0	0.0
J 810WB+00.00	81000.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	123.4	0.0	0.0
J 811WB+00.00	81100.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	156.4	0.0	0.0
J 812WB+00.00	81200.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	189.3	0.0	0.0
J 813WB+00.00	81300.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	222.2	0.0	0.0
J 814WB+00.00	81400.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	255.1	0.0	0.0
J 815WB+00.00	81500.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	288.0	0.0	0.0
J 816WB+00.00	81600.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	321.0	0.0	0.0
J 817WB+00.00	81700.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	353.9	0.0	0.0
	BK AH										
K 818WB+00.00	81800.00	138.99	8.9	8.9	0.0	45.8	45.8	0.0	399.6	0.0	0.0
K 819WB+00.00	81900.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	432.6	0.0	0.0
K 820WB+00.00	82000.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	465.5	0.0	0.0
K 821WB+00.00	82100.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	498.4	0.0	0.0
K 822WB+00.00	82200.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	531.3	0.0	0.0
K 823WB+00.00	82300.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	564.2	0.0	0.0
K 824WB+00.00	82400.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	597.2	0.0	0.0
K 825WB+00.00	82500.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	630.1	0.0	0.0
K 826WB+00.00	82600.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	663.0	0.0	0.0
K 827WB+00.00	82700.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	695.9	0.0	0.0
K 828WB+00.00	82800.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	728.8	0.0	0.0
K 829WB+00.00	82900.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	761.8	0.0	0.0
K 830WB+00.00	83000.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	794.7	0.0	0.0
K 831WB+00.00	83100.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	827.6	0.0	0.0
K 832WB+00.00	83200.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	860.5	0.0	0.0
K 833WB+00.00	83300.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	893.4	0.0	0.0
K 834WB+00.00	83400.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	926.4	0.0	0.0
K 835WB+00.00	83500.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	959.3	0.0	0.0
K 836WB+00.00	83600.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	992.2	0.0	0.0
K 837WB+00.00	83700.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	1025.1	0.0	0.0
K 838WB+00.00	83800.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	1058.0	0.0	0.0
K 839WB+00.00	83900.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	1091.0	0.0	0.0
K 840WB+00.00	84000.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	1123.9	0.0	0.0
K 841WB+00.00	84100.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	1156.8	0.0	0.0
K 842WB+00.00	84200.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	1189.7	0.0	0.0
K 843WB+00.00	84300.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	1222.6	0.0	0.0
K 844WB+00.00	84400.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	1255.6	0.0	0.0
K 845WB+00.00	84500.00	100.00	8.9	8.9	0.0	32.9	32.9	0.0	1288.5	0.0	0.0
					Column Totals	1288.5	1288.5	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB 519+97 - B 550+24			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
519EB+96.85	51996.9	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
520EB+00.00	52000.0	3.2	6.7	6.7	0.0	0.8	0.8	0.0	0.8	0.0	0.0
521EB+00.00	52100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	25.5	0.0	0.0
522EB+00.00	52200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	50.2	0.0	0.0
523EB+00.00	52300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	74.9	0.0	0.0
524EB+00.00	52400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	99.6	0.0	0.0
525EB+00.00	52500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	124.3	0.0	0.0
525EB+10.41	52510.4	10.4	6.7	6.7	0.0	2.6	2.6	0.0	126.9	0.0	0.0
	BK										
	AH										
A 525EB+23	52523.2	0.0	6.7	6.7	0.0	0.0	0.0	0.0	126.9	0.0	0.0
A 526EB+00	52600.0	76.8	6.7	6.7	0.0	19.0	19.0	0.0	145.8	0.0	0.0
A 527EB+00	52700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	170.5	0.0	0.0
A 528EB+00	52800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	195.3	0.0	0.0
A 529EB+00	52900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	220.0	0.0	0.0
A 530EB+00	53000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	244.7	0.0	0.0
A 531EB+00	53100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	269.4	0.0	0.0
A 532EB+00	53200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	294.1	0.0	0.0
A 533EB+00	53300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	318.8	0.0	0.0
A 534EB+00	53400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	343.5	0.0	0.0
A 535EB+00	53500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	368.2	0.0	0.0
A 536EB+00	53600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	392.9	0.0	0.0
A 537EB+00	53700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	417.6	0.0	0.0
A 538EB+00	53800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	442.3	0.0	0.0
A 539EB+00	53900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	467.0	0.0	0.0
A 540EB+00	54000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	491.7	0.0	0.0
A 540EB+44	54043.7	43.7	6.7	6.7	0.0	10.8	10.8	0.0	502.5	0.0	0.0
	BK										
	AH										
B 540EB+44.86	54044.9	0.0	6.7	6.7	0.0	0.0	0.0	0.0	502.5	0.0	0.0
B 541EB+00.00	54100.0	55.1	6.7	6.7	0.0	13.6	13.6	0.0	516.1	0.0	0.0
B 542EB+00.00	54200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	540.8	0.0	0.0
B 543EB+00.00	54300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	565.5	0.0	0.0
B 543EB+28.07	54328.1	28.1	13.6	13.6	0.0	10.5	10.5	0.0	576.0	0.0	0.0
B 544EB+00.00	54400.0	71.9	13.6	13.6	0.0	36.2	36.2	0.0	612.2	0.0	0.0
B 545EB+00.00	54500.0	100.0	13.6	13.6	0.0	50.3	50.3	0.0	662.5	0.0	0.0
B 546EB+00.00	54600.0	100.0	13.6	13.6	0.0	50.3	50.3	0.0	712.8	0.0	0.0
B 547EB+00.00	54700.0	100.0	13.6	13.6	0.0	50.3	50.3	0.0	763.1	0.0	0.0
B 548EB+00.00	54800.0	100.0	13.6	13.6	0.0	50.3	50.3	0.0	813.4	0.0	0.0
B 549EB+00.00	54900.0	100.0	13.6	13.6	0.0	50.3	50.3	0.0	863.7	0.0	0.0
B 549EB+88.67	54988.7	88.7	13.6	13.6	0.0	44.6	44.6	0.0	908.3	0.0	0.0
B 550EB+00.00	55000.0	11.3	6.7	6.7	0.0	4.2	4.2	0.0	912.5	0.0	0.0
B 550EB+23.96	55024.0	24.0	6.7	6.7	0.0	5.9	5.9	0.0	918.5	0.0	0.0
					Column Totals	918.5	918.5	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB B 575+33 - B 583+50			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
B 575EB+32.61	57532.61	0.00	5.4	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B 576EB+00.00	57600.00	67.39	5.4	5.4	0.0	13.5	13.5	0.0	13.5	0.0	0.0
B 577EB+00.00	57700.00	100.00	5.4	5.4	0.0	20.0	20.0	0.0	33.5	0.0	0.0
B 578EB+00.00	57800.00	100.00	5.4	5.4	0.0	20.0	20.0	0.0	53.6	0.0	0.0
B 579EB+00.00	57900.00	100.00	5.4	5.4	0.0	20.0	20.0	0.0	73.6	0.0	0.0
B 580EB+00.00	58000.00	100.00	5.4	5.4	0.0	20.0	20.0	0.0	93.7	0.0	0.0
B 581EB+00.00	58100.00	100.00	5.4	5.4	0.0	20.0	20.0	0.0	113.7	0.0	0.0
B 582EB+00.00	58200.00	100.00	5.4	5.4	0.0	20.0	20.0	0.0	133.7	0.0	0.0
B 583EB+00.00	58300.00	100.00	5.4	5.4	0.0	20.0	20.0	0.0	153.8	0.0	0.0
B 583EB+49.78	58349.78	49.78	5.4	5.4	0.0	10.0	10.0	0.0	163.7	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	163.7	163.7	0.0			

EB C 593+98 - D 619+39			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
C 593EB+97.63	59397.6	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C 594EB+00.00	59400.0	2.4	6.7	6.7	0.0	0.6	0.6	0.0	0.6	0.0	0.0
C 595EB+00.00	59500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	25.3	0.0	0.0
C 596EB+00.00	59600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	50.0	0.0	0.0
C 597EB+00.00	59700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	74.7	0.0	0.0
C 598EB+00.00	59800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	99.4	0.0	0.0
C 599EB+00.00	59900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	124.1	0.0	0.0
C 600EB+00.00	60000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	148.8	0.0	0.0
C 601EB+00.00	60100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	173.5	0.0	0.0
C 602EB+00.00	60200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	198.2	0.0	0.0
C 603EB+00.00	60300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	222.9	0.0	0.0
C 604EB+00.00	60400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	247.6	0.0	0.0
C 605EB+00.00	60500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	272.3	0.0	0.0
C 606EB+00.00	60600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	297.0	0.0	0.0
C 607EB+00.00	60700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	321.7	0.0	0.0
C 608EB+00.00	60800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	346.4	0.0	0.0
C 609EB+00.00	60900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	371.1	0.0	0.0
C 610EB+00.00	61000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	395.8	0.0	0.0
C 611EB+00.00	61100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	420.5	0.0	0.0
C 612EB+00.00	61200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	445.3	0.0	0.0
C 613EB+00.00	61300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	470.0	0.0	0.0
C 614EB+00.00	61400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	494.7	0.0	0.0
C 615EB+00.00	61500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	519.4	0.0	0.0
C 615EB+02.96	61503.0 BK AH	3.0	6.7	6.7	0.0	0.7	0.7	0.0	520.1	0.0	0.0
D 615EB+39.19	61539.2	0.0	6.7	6.7	0.0	0.0	0.0	0.0	520.1	0.0	0.0
D 616EB+00.00	61600.0	60.8	6.7	6.7	0.0	15.0	15.0	0.0	535.1	0.0	0.0
D 617EB+00.00	61700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	559.8	0.0	0.0
D 618EB+00.00	61800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	584.5	0.0	0.0
D 619EB+00.00	61900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	609.2	0.0	0.0
D 619EB+38.70	61938.7	38.7	6.7	6.7	0.0	9.6	9.6	0.0	618.8	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	618.8	618.8	0.0			

EB D 621+25 - E 20+38			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
D 621EB+25.17	62125.2	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D 622EB+00.00	62200.0	74.8	6.7	6.7	0.0	18.5	18.5	0.0	18.5	0.0	0.0
D 623EB+00.00	62300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	43.2	0.0	0.0
D 624EB+00.00	62400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	67.9	0.0	0.0
D 625EB+00.00	62500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	92.6	0.0	0.0
D 626EB+00.00	62600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	117.3	0.0	0.0
D 627EB+00.00	62700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	142.0	0.0	0.0
D 628EB+00.00	62800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	166.7	0.0	0.0
D 628EB+06.03	62806.0	6.0	6.7	6.7	0.0	1.5	1.5	0.0	168.2	0.0	0.0
	BK										
	AH										
E 18EB+06.05	1806.1	0.0	6.7	6.7	0.0	0.0	0.0	0.0	168.2	0.0	0.0
E 19EB+00.00	1900.0	94.0	6.7	6.7	0.0	23.2	23.2	0.0	191.4	0.0	0.0
E 20EB+00.00	2000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	216.1	0.0	0.0
E 20EB+37.87	2037.9	37.9	6.7	6.7	0.0	9.4	9.4	0.0	225.5	0.0	0.0
					Column Totals	225.5	225.5	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB E 23+55 - E 80+64			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 23EB+55.02	2355.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E 24EB+00.00	2400.0	45.0	6.7	6.7	0.0	11.1	11.1	0.0	11.1	0.0	0.0
E 25EB+00.00	2500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	35.8	0.0	0.0
E 26EB+00.00	2600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	60.5	0.0	0.0
E 27EB+00.00	2700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	85.2	0.0	0.0
E 28EB+00.00	2800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	109.9	0.0	0.0
E 29EB+00.00	2900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	134.6	0.0	0.0
E 30EB+00.00	3000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	159.3	0.0	0.0
E 31EB+00.00	3100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	184.0	0.0	0.0
E 32EB+00.00	3200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	208.7	0.0	0.0
E 33EB+00.00	3300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	233.4	0.0	0.0
E 34EB+00.00	3400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	258.1	0.0	0.0
E 35EB+00.00	3500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	282.9	0.0	0.0
E 36EB+00.00	3600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	307.6	0.0	0.0
E 37EB+00.00	3700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	332.3	0.0	0.0
E 38EB+00.00	3800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	357.0	0.0	0.0
E 39EB+00.00	3900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	381.7	0.0	0.0
E 40EB+00.00	4000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	406.4	0.0	0.0
E 41EB+00.00	4100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	431.1	0.0	0.0
E 42EB+00.00	4200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	455.8	0.0	0.0
E 43EB+00.00	4300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	480.5	0.0	0.0
E 44EB+00.00	4400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	505.2	0.0	0.0
E 45EB+00.00	4500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	529.9	0.0	0.0
E 46EB+00.00	4600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	554.6	0.0	0.0
E 47EB+00.00	4700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	579.3	0.0	0.0
E 48EB+00.00	4800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	604.0	0.0	0.0
E 49EB+00.00	4900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	628.7	0.0	0.0
E 50EB+00.00	5000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	653.4	0.0	0.0
E 51EB+00.00	5100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	678.1	0.0	0.0
E 52EB+00.00	5200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	702.8	0.0	0.0
E 53EB+00.00	5300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	727.5	0.0	0.0
E 54EB+00.00	5400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	752.2	0.0	0.0
E 55EB+00.00	5500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	776.9	0.0	0.0
E 56EB+00.00	5600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	801.6	0.0	0.0
E 57EB+00.00	5700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	826.3	0.0	0.0
E 58EB+00.00	5800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	851.0	0.0	0.0
E 59EB+00.00	5900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	875.7	0.0	0.0
E 60EB+00.00	6000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	900.4	0.0	0.0
E 61EB+00.00	6100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	925.1	0.0	0.0
E 62EB+00.00	6200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	949.9	0.0	0.0
E 63EB+00.00	6300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	974.6	0.0	0.0
E 64EB+00.00	6400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	999.3	0.0	0.0
E 65EB+00.00	6500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1024.0	0.0	0.0
E 66EB+00.00	6600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1048.7	0.0	0.0
E 67EB+00.00	6700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1073.4	0.0	0.0
E 68EB+00.00	6800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1098.1	0.0	0.0
E 69EB+00.00	6900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1122.8	0.0	0.0
E 70EB+00.00	7000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1147.5	0.0	0.0
E 71EB+00.00	7100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1172.2	0.0	0.0
E 72EB+00.00	7200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1196.9	0.0	0.0
E 73EB+00.00	7300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1221.6	0.0	0.0
E 74EB+00.00	7400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1246.3	0.0	0.0
E 75EB+00.00	7500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1271.0	0.0	0.0
E 76EB+00.00	7600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1295.7	0.0	0.0
E 77EB+00.00	7700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1320.4	0.0	0.0
E 78EB+00.00	7800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1345.1	0.0	0.0
E 79EB+00.00	7900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1369.8	0.0	0.0
E 80EB+00.00	8000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1394.5	0.0	0.0
E 80EB+63.96	8064.0	64.0	6.7	6.7	0.0	15.8	15.8	0.0	1410.3	0.0	0.0
					Column Totals	1410.3	1410.3	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB E 139+76 - E 178+67			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 139EB+75.65	13975.7	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E 140EB+00.00	14000.0	24.4	6.7	6.7	0.0	6.0	6.0	0.0	6.0	0.0	0.0
E 141EB+00.00	14100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	30.7	0.0	0.0
E 142EB+00.00	14200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	55.4	0.0	0.0
E 143EB+00.00	14300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	80.1	0.0	0.0
E 144EB+00.00	14400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	104.8	0.0	0.0
E 145EB+00.00	14500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	129.5	0.0	0.0
E 146EB+00.00	14600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	154.2	0.0	0.0
E 147EB+00.00	14700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	178.9	0.0	0.0
E 148EB+00.00	14800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	203.6	0.0	0.0
E 149EB+00.00	14900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	228.3	0.0	0.0
E 150EB+00.00	15000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	253.1	0.0	0.0
E 151EB+00.00	15100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	277.8	0.0	0.0
E 152EB+00.00	15200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	302.5	0.0	0.0
E 153EB+00.00	15300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	327.2	0.0	0.0
E 154EB+00.00	15400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	351.9	0.0	0.0
E 155EB+00.00	15500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	376.6	0.0	0.0
E 156EB+00.00	15600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	401.3	0.0	0.0
E 157EB+00.00	15700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	426.0	0.0	0.0
E 158EB+00.00	15800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	450.7	0.0	0.0
E 159EB+00.00	15900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	475.4	0.0	0.0
E 160EB+00.00	16000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	500.1	0.0	0.0
E 161EB+00.00	16100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	524.8	0.0	0.0
E 162EB+00.00	16200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	549.5	0.0	0.0
E 163EB+00.00	16300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	574.2	0.0	0.0
E 164EB+00.00	16400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	598.9	0.0	0.0
E 165EB+00.00	16500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	623.6	0.0	0.0
E 166EB+00.00	16600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	648.3	0.0	0.0
E 167EB+00.00	16700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	673.0	0.0	0.0
E 168EB+00.00	16800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	697.7	0.0	0.0
E 169EB+00.00	16900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	722.4	0.0	0.0
E 170EB+00.00	17000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	747.1	0.0	0.0
E 171EB+00.00	17100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	771.8	0.0	0.0
E 172EB+00.00	17200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	796.5	0.0	0.0
E 173EB+00.00	17300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	821.2	0.0	0.0
E 174EB+00.00	17400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	845.9	0.0	0.0
E 175EB+00.00	17500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	870.6	0.0	0.0
E 176EB+00.00	17600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	895.3	0.0	0.0
E 177EB+00.00	17700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	920.1	0.0	0.0
E 178EB+00.00	17800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	944.8	0.0	0.0
E 178EB+66.84	17866.8	66.8	6.7	6.7	0.0	16.5	16.5	0.0	961.3	0.0	0.0
					Column Totals	961.3	961.3	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB E 180+89 - F 51+09			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 180EB+89.39	18089.4	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E 181EB+00.00	18100.0	10.6	6.7	6.7	0.0	2.6	2.6	0.0	2.6	0.0	0.0
E 182EB+00.00	18200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	27.3	0.0	0.0
E 183EB+00.00	18300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	52.0	0.0	0.0
E 184EB+00.00	18400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	76.7	0.0	0.0
E 185EB+00.00	18500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	101.4	0.0	0.0
E 186EB+00.00	18600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	126.1	0.0	0.0
E 187EB+00.00	18700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	150.8	0.0	0.0
E 188EB+00.00	18800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	175.5	0.0	0.0
E 189EB+00.00	18900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	200.3	0.0	0.0
E 190EB+00.00	19000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	225.0	0.0	0.0
E 191EB+00.00	19100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	249.7	0.0	0.0
E 192EB+00.00	19200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	274.4	0.0	0.0
E 193EB+00.00	19300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	299.1	0.0	0.0
E 194EB+00.00	19400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	323.8	0.0	0.0
E 195EB+00.00	19500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	348.5	0.0	0.0
E 196EB+00.00	19600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	373.2	0.0	0.0
E 197EB+00.00	19700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	397.9	0.0	0.0
E 198EB+00.00	19800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	422.6	0.0	0.0
E 199EB+00.00	19900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	447.3	0.0	0.0
E 200EB+00.00	20000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	472.0	0.0	0.0
E 201EB+00.00	20100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	496.7	0.0	0.0
E 202EB+00.00	20200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	521.4	0.0	0.0
E 203EB+00.00	20300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	546.1	0.0	0.0
E 204EB+00.00	20400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	570.8	0.0	0.0
E 205EB+00.00	20500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	595.5	0.0	0.0
E 206EB+00.00	20600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	620.2	0.0	0.0
E 206EB+77.28	20677.3	77.3	6.7	6.7	0.0	19.1	19.1	0.0	639.3	0.0	0.0
	BK										
	AH										
F 48EB+49.62	4849.6	0.0	6.7	6.7	0.0	0.0	0.0	0.0	639.3	0.0	0.0
F 49EB+00.00	4900.0	50.4	6.7	6.7	0.0	12.4	12.4	0.0	651.8	0.0	0.0
F 50EB+00.00	5000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	676.5	0.0	0.0
F 51EB+00.00	5100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	701.2	0.0	0.0
					Column Totals	701.2	701.2	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB 519+96 - B 550+32			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
519WB+95.79	51995.8	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
520WB+00.00	52000.0	4.2	6.7	6.7	0.0	1.0	1.0	0.0	1.0	0.0	0.0
521WB+00.00	52100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	25.7	0.0	0.0
522WB+00.00	52200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	50.4	0.0	0.0
523WB+00.00	52300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	75.2	0.0	0.0
524WB+00.00	52400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	99.9	0.0	0.0
525WB+00.00	52500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	124.6	0.0	0.0
525WB+10.36	52510.4	10.4	6.7	6.7	0.0	2.6	2.6	0.0	127.1	0.0	0.0
A 525WB+23	52523.2	0.0	6.7	6.7	0.0	0.0	0.0	0.0	127.1	0.0	0.0
A 526WB+00	52600.0	76.8	6.7	6.7	0.0	19.0	19.0	0.0	146.1	0.0	0.0
A 527WB+00	52700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	170.8	0.0	0.0
A 528WB+00	52800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	195.5	0.0	0.0
A 529WB+00	52900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	220.2	0.0	0.0
A 530WB+00	53000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	244.9	0.0	0.0
A 531WB+00	53100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	269.6	0.0	0.0
A 532WB+00	53200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	294.3	0.0	0.0
A 533WB+00	53300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	319.0	0.0	0.0
A 534WB+00	53400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	343.7	0.0	0.0
A 535WB+00	53500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	368.4	0.0	0.0
A 536WB+00	53600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	393.1	0.0	0.0
A 537WB+00	53700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	417.8	0.0	0.0
A 538WB+00	53800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	442.5	0.0	0.0
A 539WB+00	53900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	467.2	0.0	0.0
A 540WB+00	54000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	491.9	0.0	0.0
A 540WB+36	54035.7	35.7	6.7	6.7	0.0	8.8	8.8	0.0	500.8	0.0	0.0
	BK										
	AH										
B 540WB+47	54046.8	0.0	6.7	6.7	0.0	0.0	0.0	0.0	500.8	0.0	0.0
B 541WB+00	54100.0	53.3	6.7	6.7	0.0	13.2	13.2	0.0	513.9	0.0	0.0
B 542WB+00	54200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	538.6	0.0	0.0
B 543WB+00	54300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	563.3	0.0	0.0
B 544WB+00	54400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	588.0	0.0	0.0
B 545WB+00	54500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	612.7	0.0	0.0
B 546WB+00	54600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	637.4	0.0	0.0
B 547WB+00	54700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	662.1	0.0	0.0
B 548WB+00	54800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	686.9	0.0	0.0
B 549WB+00	54900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	711.6	0.0	0.0
B 550WB+00	55000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	736.3	0.0	0.0
B 550WB+32	55032.3	32.3	6.7	6.7	0.0	8.0	8.0	0.0	744.2	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	744.2	744.2	0.0			

WB B 552+30 - B 554+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
B 552WB+30	55230.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B 553WB+00	55300.0	70.0	6.7	6.7	0.0	17.3	17.3	0.0	17.3	0.0	0.0
B 554WB+00	55400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	42.0	0.0	0.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)						42.0	42.0	0.0			

WB C 599+50 - D 619+45			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
C 599WB+50.00	59950.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C 600WB+00.00	60000.0	50.0	6.7	6.7	0.0	12.4	12.4	0.0	12.4	0.0	0.0
C 601WB+00.00	60100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	37.1	0.0	0.0
C 602WB+00.00	60200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	61.8	0.0	0.0
C 603WB+00.00	60300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	86.5	0.0	0.0
C 604WB+00.00	60400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	111.2	0.0	0.0
C 605WB+00.00	60500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	135.9	0.0	0.0
C 606WB+00.00	60600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	160.6	0.0	0.0
C 607WB+00.00	60700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	185.3	0.0	0.0
C 608WB+00.00	60800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	210.0	0.0	0.0
C 609WB+00.00	60900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	234.7	0.0	0.0
C 610WB+00.00	61000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	259.4	0.0	0.0
C 611WB+00.00	61100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	284.1	0.0	0.0
C 612WB+00.00	61200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	308.8	0.0	0.0
C 613WB+00.00	61300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	333.5	0.0	0.0
C 614WB+00.00	61400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	358.2	0.0	0.0
C 615WB+00.00	61500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	382.9	0.0	0.0
C 615WB+02.31	61502.3 BK AH	2.3	6.7	6.7	0.0	0.6	0.6	0.0	383.5	0.0	0.0
D 615WB+39.19	61539.2	0.0	6.7	6.7	0.0	0.0	0.0	0.0	383.5	0.0	0.0
D 616WB+00.00	61600.0	60.8	6.7	6.7	0.0	15.0	15.0	0.0	398.5	0.0	0.0
D 617WB+00.00	61700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	423.2	0.0	0.0
D 618WB+00.00	61800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	447.9	0.0	0.0
D 619WB+00.00	61900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	472.6	0.0	0.0
D 619WB+44.77	61944.8	44.8	6.7	6.7	0.0	11.1	11.1	0.0	483.7	0.0	0.0
					Column Totals	483.7	483.7	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB D 621+33 - E 629+60			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
D 621WB+32.81	62132.8	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D 622WB+00.00	62200.0	67.2	6.7	6.7	0.0	16.6	16.6	0.0	16.6	0.0	0.0
D 623WB+00.00	62300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	41.3	0.0	0.0
D 624WB+00.00	62400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	66.0	0.0	0.0
D 625WB+00.00	62500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	90.7	0.0	0.0
D 626WB+00.00	62600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	115.4	0.0	0.0
D 626WB+43.50	62643.5 BK AH	43.5	6.7	6.7	0.0	10.7	10.7	0.0	126.2	0.0	0.0
E 626WB+34.32	62634.3	0.0	6.7	6.7	0.0	0.0	0.0	0.0	126.2	0.0	0.0
E 627WB+00.00	62700.0	65.7	6.7	6.7	0.0	16.2	16.2	0.0	142.4	0.0	0.0
E 628WB+00.00	62800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	167.1	0.0	0.0
E 629WB+00.00	62900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	191.8	0.0	0.0
E 629WB+59.88	62959.9	59.9	6.7	6.7	0.0	14.8	14.8	0.0	206.6	0.0	0.0
					Column Totals	206.6	206.6	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB E 632+81 - F 690+64			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 632WB+80.88	63280.9	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E 633WB+00.00	63300.0	19.1	6.7	6.7	0.0	4.7	4.7	0.0	4.7	0.0	0.0
E 634WB+00.00	63400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	29.4	0.0	0.0
E 635WB+00.00	63500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	54.1	0.0	0.0
E 636WB+00.00	63600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	78.8	0.0	0.0
E 637WB+00.00	63700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	103.5	0.0	0.0
E 638WB+00.00	63800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	128.2	0.0	0.0
E 639WB+00.00	63900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	152.9	0.0	0.0
E 640WB+00.00	64000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	177.6	0.0	0.0
E 641WB+00.00	64100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	202.4	0.0	0.0
E 642WB+00.00	64200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	227.1	0.0	0.0
E 643WB+00.00	64300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	251.8	0.0	0.0
E 644WB+00.00	64400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	276.5	0.0	0.0
E 645WB+00.00	64500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	301.2	0.0	0.0
E 646WB+00.00	64600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	325.9	0.0	0.0
E 647WB+00.00	64700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	350.6	0.0	0.0
E 648WB+00.00	64800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	375.3	0.0	0.0
E 649WB+00.00	64900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	400.0	0.0	0.0
E 650WB+00.00	65000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	424.7	0.0	0.0
E 651WB+00.00	65100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	449.4	0.0	0.0
E 652WB+00.00	65200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	474.1	0.0	0.0
E 653WB+00.00	65300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	498.8	0.0	0.0
E 654WB+00.00	65400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	523.5	0.0	0.0
E 654WB+93.03	65493.0	93.0	6.7	6.7	0.0	23.0	23.0	0.0	546.5	0.0	0.0
	BK										
	AH										
F 654WB+91.79	65491.8	0.0	6.7	6.7	0.0	0.0	0.0	0.0	546.5	0.0	0.0
F 655WB+00.00	65500.0	8.2	6.7	6.7	0.0	2.0	2.0	0.0	548.5	0.0	0.0
F 656WB+00.00	65600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	573.2	0.0	0.0
F 657WB+00.00	65700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	597.9	0.0	0.0
F 658WB+00.00	65800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	622.6	0.0	0.0
F 659WB+00.00	65900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	647.3	0.0	0.0
F 660WB+00.00	66000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	672.0	0.0	0.0
F 661WB+00.00	66100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	696.7	0.0	0.0
F 662WB+00.00	66200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	721.4	0.0	0.0
F 663WB+00.00	66300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	746.1	0.0	0.0
F 664WB+00.00	66400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	770.8	0.0	0.0
F 665WB+00.00	66500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	795.5	0.0	0.0
F 666WB+00.00	66600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	820.3	0.0	0.0
F 667WB+00.00	66700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	845.0	0.0	0.0
F 668WB+00.00	66800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	869.7	0.0	0.0
F 669WB+00.00	66900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	894.4	0.0	0.0
F 670WB+00.00	67000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	919.1	0.0	0.0
F 671WB+00.00	67100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	943.8	0.0	0.0
F 672WB+00.00	67200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	968.5	0.0	0.0
F 673WB+00.00	67300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	993.2	0.0	0.0
F 674WB+00.00	67400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1017.9	0.0	0.0
F 675WB+00.00	67500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1042.6	0.0	0.0
F 676WB+00.00	67600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1067.3	0.0	0.0
F 677WB+00.00	67700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1092.0	0.0	0.0
F 678WB+00.00	67800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1116.7	0.0	0.0
F 679WB+00.00	67900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1141.4	0.0	0.0
F 680WB+00.00	68000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1166.1	0.0	0.0
F 681WB+00.00	68100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1190.8	0.0	0.0
F 682WB+00.00	68200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1215.5	0.0	0.0
F 683WB+00.00	68300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1240.2	0.0	0.0
F 684WB+00.00	68400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1264.9	0.0	0.0
F 685WB+00.00	68500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1289.6	0.0	0.0
F 686WB+00.00	68600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1314.3	0.0	0.0
F 687WB+00.00	68700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1339.0	0.0	0.0
F 688WB+00.00	68800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1363.7	0.0	0.0
F 689WB+00.00	68900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1388.4	0.0	0.0
F 690WB+00.00	69000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	1413.1	0.0	0.0
F 690WB+63.95	69064.0	63.9	6.7	6.7	0.0	15.8	15.8	0.0	1428.9	0.0	0.0
						1428.9	1428.9	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB H 794+76 - J 788+61			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
H 749WB+75.65	74975.7	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H 750WB+00.00	75000.0	24.4	6.7	6.7	0.0	6.0	6.0	0.0	6.0	0.0	0.0
H 751WB+00.00	75100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	30.7	0.0	0.0
H 752WB+00.00	75200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	55.4	0.0	0.0
H 753WB+00.00	75300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	80.1	0.0	0.0
H 754WB+00.00	75400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	104.8	0.0	0.0
H 755WB+00.00	75500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	129.5	0.0	0.0
H 756WB+00.00	75600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	154.2	0.0	0.0
H 757WB+00.00	75700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	178.9	0.0	0.0
H 758WB+00.00	75800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	203.6	0.0	0.0
H 759WB+00.00	75900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	228.3	0.0	0.0
H 760WB+00.00	76000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	253.1	0.0	0.0
H 761WB+00.00	76100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	277.8	0.0	0.0
H 762WB+00.00	76200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	302.5	0.0	0.0
H 763WB+00.00	76300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	327.2	0.0	0.0
H 764WB+00.00	76400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	351.9	0.0	0.0
H 765WB+00.00	76500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	376.6	0.0	0.0
H 766WB+00.00	76600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	401.3	0.0	0.0
H 767WB+00.00	76700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	426.0	0.0	0.0
H 768WB+00.00	76800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	450.7	0.0	0.0
H 769WB+00.00	76900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	475.4	0.0	0.0
H 770WB+00.00	77000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	500.1	0.0	0.0
H 771WB+00.00	77100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	524.8	0.0	0.0
H 772WB+00.00	77200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	549.5	0.0	0.0
H 773WB+00.00	77300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	574.2	0.0	0.0
H 774WB+00.00	77400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	598.9	0.0	0.0
H 775WB+00.00	77500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	623.6	0.0	0.0
H 776WB+00.00	77600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	648.3	0.0	0.0
H 777WB+00.00	77700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	673.0	0.0	0.0
H 778WB+00.00	77800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	697.7	0.0	0.0
H 779WB+00.00	77900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	722.4	0.0	0.0
H 780WB+00.00	78000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	747.1	0.0	0.0
H 781WB+00.00	78100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	771.8	0.0	0.0
H 782WB+00.00	78200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	796.5	0.0	0.0
H 783WB+00.00	78300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	821.2	0.0	0.0
H 784WB+00.00	78400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	845.9	0.0	0.0
H 785WB+00.00	78500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	870.6	0.0	0.0
H 786WB+00.00	78600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	895.3	0.0	0.0
H 786WB+14.90	78614.9	14.9	6.7	6.7	0.0	3.7	3.7	0.0	899.0	0.0	0.0
	BK										
	AH										
J 786WB+20.73	78620.7	0.0	6.7	6.7	0.0	0.0	0.0	0.0	899.0	0.0	0.0
J 787WB+00.00	78700.0	79.3	6.7	6.7	0.0	19.6	19.6	0.0	918.6	0.0	0.0
J 788WB+00.00	78800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	943.3	0.0	0.0
J 788WB+61.19	78861.2	61.2	6.7	6.7	0.0	15.1	15.1	0.0	958.4	0.0	0.0
					Column Totals	958.4	958.4	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB J 790+84 - K 820+57			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
J 790WB+83.73	79083.7	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J 791WB+00.00	79100.0	16.3	6.7	6.7	0.0	4.0	4.0	0.0	4.0	0.0	0.0
J 792WB+00.00	79200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	28.7	0.0	0.0
J 793WB+00.00	79300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	53.4	0.0	0.0
J 794WB+00.00	79400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	78.1	0.0	0.0
J 795WB+00.00	79500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	102.8	0.0	0.0
J 796WB+00.00	79600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	127.5	0.0	0.0
J 797WB+00.00	79700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	152.2	0.0	0.0
J 798WB+00.00	79800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	176.9	0.0	0.0
J 799WB+00.00	79900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	201.6	0.0	0.0
J 800WB+00.00	80000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	226.4	0.0	0.0
J 801WB+00.00	80100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	251.1	0.0	0.0
J 802WB+00.00	80200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	275.8	0.0	0.0
J 803WB+00.00	80300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	300.5	0.0	0.0
J 804WB+00.00	80400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	325.2	0.0	0.0
J 805WB+00.00	80500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	349.9	0.0	0.0
J 806WB+00.00	80600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	374.6	0.0	0.0
J 807WB+00.00	80700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	399.3	0.0	0.0
J 808WB+00.00	80800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	424.0	0.0	0.0
J 809WB+00.00	80900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	448.7	0.0	0.0
J 810WB+00.00	81000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	473.4	0.0	0.0
J 811WB+00.00	81100.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	498.1	0.0	0.0
J 812WB+00.00	81200.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	522.8	0.0	0.0
J 813WB+00.00	81300.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	547.5	0.0	0.0
J 814WB+00.00	81400.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	572.2	0.0	0.0
J 815WB+00.00	81500.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	596.9	0.0	0.0
J 816WB+00.00	81600.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	621.6	0.0	0.0
J 817WB+00.00	81700.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	646.3	0.0	0.0
J 817WB+28.41	81728.4 **BK** **AH**	28.4	6.7	6.7	0.0	7.0	7.0	0.0	653.3	0.0	0.0
K 816WB+89.42	81689.4	0.0	6.7	6.7	0.0	0.0	0.0	0.0	653.3	0.0	0.0
K 817WB+00.00	81700.0	10.6	6.7	6.7	0.0	2.6	2.6	0.0	655.9	0.0	0.0
K 818WB+00.00	81800.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	680.7	0.0	0.0
K 819WB+00.00	81900.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	705.4	0.0	0.0
K 820WB+00.00	82000.0	100.0	6.7	6.7	0.0	24.7	24.7	0.0	730.1	0.0	0.0
K 820WB+57.30	82057.3	57.3	6.7	6.7	0.0	14.2	14.2	0.0	744.2	0.0	0.0
					Column Totals	744.2	744.2	0.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB01			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
542PSW+25.00	54225.0	0.0	6.8	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0
542PSW+54.14	54254.1	29.1	7.8	7.8	21.8	7.9	7.9	13.0	7.9	13.0	-13.0
542PSW+78.14	54278.1	24.0	10.7	10.7	1.0	8.2	8.2	10.1	16.1	23.2	-23.2
543PSW+00.00	54300.0	21.9	11.2	11.2	0.0	8.9	8.9	0.4	25.0	23.6	-23.6
543PSW+02.27	54302.3	2.3	10.6	10.6	0.0	0.9	0.9	0.0	25.9	23.6	-23.6
543PSW+41.00	54341.0	38.7	11.6	11.6	0.2	16.0	16.0	0.1	41.8	23.7	-23.7
					Column Totals	41.8	41.8	23.7			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB02			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
546PSW+50.00	54650.0	0.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
546PSW+93.50	54693.5	43.5	1.2	1.2	5.0	4.2	4.2	4.1	4.2	4.1	-4.1
547PSW+00.00	54700.0	6.5	0.0	0.0	36.6	0.1	0.1	5.0	4.3	9.1	-9.1
547PSW+22.58	54722.6	22.6	0.0	0.0	16.0	0.0	0.0	22.0	4.3	31.1	-31.1
547PSW+51.46	54751.5	28.9	0.3	0.3	0.4	0.1	0.1	8.7	4.4	39.8	-39.8
548PSW+00.00	54800.0	48.5	1.5	1.5	0.4	1.6	1.6	0.7	6.0	40.5	-40.5
549PSW+00.00	54900.0	100.0	0.0	0.0	24.9	2.8	2.8	46.8	8.8	87.3	-87.3
	BK AH										
B 549EB+02.73	54902.7	0.0	0.0	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0
B 550EB+00.00	55000.0	97.3	5.2	5.2	18.9	9.3	9.3	70.7	9.3	70.7	-70.7
B 550EB+22.20	55022.2	22.2	5.2	5.2	45.3	4.3	4.3	26.4	13.6	97.1	-97.1
					Column Totals	22.4	22.4	184.4			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB03			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
C 592EB+50.00	59250.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C 593EB+00.00	59300.0	50.0	9.6	9.6	1.6	20.4	20.4	1.6	20.4	1.6	-1.6
C 593EB+07.61	59307.6	7.6	10.6	10.6	1.6	2.8	2.8	1.6	23.3	3.1	-3.1
C 593EB+32.59	59332.6	25.0	10.3	10.3	0.2	9.7	9.7	0.2	32.9	3.3	-3.3
C 593EB+57.57	59357.6	25.0	8.7	8.7	1.5	8.8	8.8	1.5	41.7	4.8	-4.8
C 593EB+97.55	59397.6	40.0	14.5	14.5	1.4	17.1	17.1	1.4	58.8	6.2	-6.2
					Column Totals	58.8	58.8	6.2			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB04			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
590RSW+50	59050.0	0.0	5.9	5.9	8.2	0.0	0.0	0.0	0.0	0.0	0.0
590RSW+88	59088.0	38.0	7.0	7.0	21.4	9.1	9.1	20.8	9.1	20.8	-20.8
591RSW+00	59100.0	12.0	6.5	6.5	21.0	3.0	3.0	9.4	12.1	30.3	-30.3
591RSW+13	59112.8	12.8	6.1	6.1	20.6	3.0	3.0	9.9	15.1	40.1	-40.1
591RSW+38	59137.7	24.8	5.4	5.4	24.6	5.3	5.3	20.8	20.4	60.9	-60.9
592RSW+00	59200.0	62.3	6.2	6.2	9.5	13.3	13.3	39.4	33.7	100.3	-100.3
592RSW+05	59204.7	4.7	5.7	5.7	10.1	1.0	1.0	1.7	34.7	102.0	-102.0
592RSW+15	59214.7	10.0	6.6	6.6	6.8	2.3	2.3	3.1	37.0	105.1	-105.1
592RSW+50	59250.0	35.3	4.9	4.9	0.0	7.5	7.5	4.4	44.5	109.5	-109.5
					Column Totals	44.5	44.5	109.5			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB05			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
590RSW+50	59050.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
590RSW+88	59088.0	38.0	10.3	10.3	0.3	14.3	14.3	0.2	14.3	0.2	-0.2
591RSW+00	59100.0	12.0	10.1	10.1	0.0	4.5	4.5	0.1	18.8	0.3	-0.3
591RSW+13	59112.8	12.8	9.9	9.9	0.0	4.8	4.8	0.0	23.6	0.3	-0.3
591RSW+38	59137.7	24.8	9.7	9.7	0.1	9.0	9.0	0.0	32.6	0.3	-0.3
592RSW+00	59200.0	62.3	9.5	9.5	0.3	22.1	22.1	0.4	54.7	0.7	-0.7
592RSW+05	59204.7	4.7	9.1	9.1	0.0	1.6	1.6	0.0	56.3	0.7	-0.7
592RSW+15	59214.7	10.0	9.4	9.4	1.1	3.4	3.4	0.2	59.8	0.9	-0.9
592RSW+50	59250.0	35.3	10.5	10.5	0.0	13.1	13.1	0.7	72.8	1.6	-1.6
					Column Totals	72.8	72.8	1.6			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB06			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
C 613EB+20.51	61320.5	0.0	12.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C 613EB+50.00	61350.0	29.5	11.3	11.3	0.0	12.8	12.8	0.0	12.8	0.0	0.0
C 614EB+00.00	61400.0	50.0	10.0	10.0	0.5	19.7	19.7	0.5	32.5	0.5	-0.5
C 614EB+50.00	61450.0	50.0	9.6	9.6	2.5	18.2	18.2	2.8	50.7	3.3	-3.3
C 615EB+00.00	61500.0	50.0	9.7	9.7	2.9	17.8	17.8	5.0	68.5	8.3	-8.3
D 616EB+00.00	61600.0	100.0	10.4	10.4	0.1	37.1	37.1	5.4	105.6	13.7	-13.7
D 616EB+50.00	61650.0	50.0	10.4	10.4	2.8	19.2	19.2	2.6	124.8	16.4	-16.4
D 617EB+00.00	61700.0	50.0	10.0	10.0	8.3	18.9	18.9	10.3	143.7	26.6	-26.6
D 617EB+50.00	61750.0	50.0	9.4	9.4	10.0	17.9	17.9	17.0	161.7	43.6	-43.6
D 618EB+00.00	61800.0	50.0	9.0	9.0	10.8	17.1	17.1	19.3	178.7	62.9	-62.9
D 618EB+50.00	61850.0	50.0	9.7	9.7	2.0	17.4	17.4	11.8	196.1	74.7	-74.7
D 619EB+00.00	61900.0	50.0	9.0	9.0	3.0	17.3	17.3	4.6	213.4	79.3	-79.3
D 619EB+50.00	61950.0	50.0	9.2	9.2	21.5	16.8	16.8	22.6	230.3	101.9	-101.9
					Column Totals	230.3	230.3	101.9			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB07			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
11JSE+00.00	1100.0	0.0	5.8	5.8	14.9	0.0	0.0	0.0	0.0	0.0	0.0
11JSE+25.89	1125.9	25.9	7.6	7.6	42.7	6.4	6.4	27.6	6.4	27.6	-27.6
11JSE+45.93	1145.9	20.0	11.0	11.0	10.5	6.9	6.9	19.7	13.4	47.3	-47.3
11JSE+66.13	1166.1	20.2	23.6	23.6	0.0	12.9	12.9	3.9	26.3	51.2	-51.2
11JSE+98.50	1198.5	32.4	3.1	3.1	0.6	16.0	16.0	0.4	42.3	51.6	-51.6
					Column Totals	42.3	42.3	51.6			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB08			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
7JSE+26.96	727.0	0.0	6.0	6.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0
8JSE+00.00	800.0	73.0	6.7	6.7	0.2	17.1	17.1	36.4	17.1	36.4	-36.4
8JSE+30.14	830.1	30.1	6.5	6.5	0.2	7.4	7.4	0.2	24.5	36.7	-36.7
8JSE+60.23	860.2	30.1	6.0	6.0	0.2	7.0	7.0	0.2	31.5	36.9	-36.9
8JSE+75.00	875.0	14.8	5.8	5.8	0.0	3.2	3.2	0.1	34.7	36.9	-36.9
					Column Totals	34.7	34.7	36.9			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB09			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
22JSW+80.00	2280.0	0.0	4.3	4.3	0.9	0.0	0.0	0.0	0.0	0.0	0.0
23JSW+00.00	2300.0	20.0	4.4	4.4	0.3	3.2	3.2	0.4	3.2	0.4	-0.4
24JSW+00.00	2400.0	100.0	5.2	5.2	4.5	17.8	17.8	8.8	21.0	9.2	-9.2
25JSW+00.00	2500.0	100.0	5.2	5.2	23.7	19.2	19.2	52.1	40.2	61.3	-61.3
26JSW+00.00	2600.0	100.0	4.2	4.2	1.4	17.3	17.3	46.3	57.5	107.6	-107.6
27JSW+00.00	2700.0	100.0	3.3	3.3	15.6	13.8	13.8	31.4	71.3	139.0	-139.0
28JSW+00.00	2800.0	100.0	2.9	2.9	17.8	11.4	11.4	61.8	82.7	200.8	-200.8
29JSW+00.00	2900.0	100.0	2.3	2.3	39.5	9.6	9.6	106.1	92.3	306.9	-306.9
30JSW+00.00	3000.0	100.0	1.9	1.9	131.3	7.9	7.9	316.3	100.1	623.2	-623.2
31JSW+00.00	3100.0	100.0	1.7	1.7	89.0	6.7	6.7	407.9	106.8	1031.1	-1031.1
31JSW+10.90	3110.9	10.9	1.5	1.5	118.3	0.6	0.6	41.8	107.4	1072.9	-1072.9
					Column Totals	107.4	107.4	1072.9			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB10			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 23EB+50.00	2350.0	0.0	6.7	6.7	40.6	0.0	0.0	0.0	0.0	0.0	0.0
E 24EB+00.00	2400.0	50.0	6.7	6.7	0.5	12.3	12.3	38.0	12.3	38.0	-38.0
E 24EB+50.00	2450.0	50.0	6.7	6.7	0.8	12.3	12.3	1.1	24.7	39.2	-39.2
E 25EB+00.00	2500.0	50.0	6.7	6.7	0.5	12.3	12.3	1.2	37.0	40.3	-40.3
E 25EB+50.00	2550.0	50.0	6.7	6.7	1.1	12.3	12.3	1.5	49.4	41.8	-41.8
E 26EB+00.00	2600.0	50.0	7.0	7.0	0.8	12.6	12.6	1.7	62.0	43.5	-43.5
E 26EB+15.46	2615.5	15.5	6.7	6.7	0.6	3.9	3.9	0.4	65.9	43.9	-43.9
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	65.9	65.9	43.9			

EB11			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
47TSW+50.00	4750.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
47TSW+82.31	4782.3	32.3	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.6	-0.6
48TSW+00.00	4800.0	17.7	0.0	0.0	0.8	0.0	0.0	0.5	0.0	1.1	-1.1
48TSW+07.29	4807.3	7.3	0.0	0.0	0.5	0.0	0.0	0.2	0.0	1.3	-1.3
48TSW+32.27	4832.3	25.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	1.5	-1.5
48TSW+72.29	4872.3	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	-1.5
48TSW+99.29	4899.3	27.0	0.7	0.7	0.0	0.4	0.4	0.0	0.4	1.5	-1.5
49TSW+00.00	4900.0	0.7	0.6	0.6	0.0	0.0	0.0	0.0	0.4	1.5	-1.5
49TSW+25.00	4925.0	25.0	0.0	0.0	0.0	0.3	0.3	0.0	0.7	1.5	-1.5
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	0.7	0.7	1.5			

EB12			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
47TSW+50.00	4750.0	0.0	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
47TSW+82.31	4782.3	32.3	4.5	4.5	0.0	3.5	3.5	0.0	3.5	0.0	0.0
48TSW+00.00	4800.0	17.7	0.3	0.3	0.0	1.6	1.6	0.0	5.1	0.0	0.0
48TSW+07.29	4807.3	7.3	0.0	0.0	0.3	0.0	0.0	0.0	5.1	0.0	0.0
48TSW+32.27	4832.3	25.0	0.1	0.1	0.0	0.1	0.1	0.1	5.2	0.2	-0.2
48TSW+72.29	4872.3	40.0	0.4	0.4	0.0	0.3	0.3	0.0	5.5	0.2	-0.2
48TSW+99.29	4899.3	27.0	0.8	0.8	0.0	0.6	0.6	0.0	6.1	0.2	-0.2
49TSW+00.00	4900.0	0.7	0.7	0.7	0.0	0.0	0.0	0.0	6.1	0.2	-0.2
49TSW+25.00	4925.0	25.0	0.0	0.0	0.0	0.3	0.3	0.0	6.4	0.2	-0.2
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	6.4	6.4	0.2			

EB13			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
124MSW+11.71	12411.7	0.0	0.0	0.0	17.8	0.0	0.0	0.0	0.0	0.0	0.0
125MSW+00.00	12500.0	88.3	0.0	0.0	0.7	0.0	0.0	30.2	0.0	30.2	-30.2
125MSW+40.82	12540.8	40.8	0.1	0.1	0.2	0.0	0.0	0.7	0.0	30.9	-30.9
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	0.0	0.0	30.9			

EB15			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
E 151EB+50.00	15150.0	0.0	7.8	7.8	7.5	0.0	0.0	0.0	0.0	0.0	0.0
E 152EB+00.00	15200.0	50.0	8.4	8.4	12.3	15.0	15.0	18.3	15.0	18.3	-18.3
E 152EB+06.15	15206.2	6.1	8.5	8.5	14.6	1.9	1.9	3.1	16.9	21.3	-21.3
E 152EB+31.13	15231.1	25.0	8.3	8.3	12.2	7.8	7.8	12.4	24.6	33.7	-33.7
E 152EB+56.11	15256.1	25.0	8.2	8.2	9.5	7.6	7.6	10.0	32.3	43.7	-43.7
E 153EB+00.00	15300.0	43.9	8.2	8.2	4.7	13.3	13.3	11.5	45.6	55.3	-55.3
E 154EB+00.00	15400.0	100.0	7.6	7.6	6.1	29.3	29.3	20.0	74.9	75.3	-75.3
E 154EB+09.20	15409.2	9.2	7.6	7.6	6.3	2.6	2.6	2.1	77.5	77.4	-77.4
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	77.5	77.5	77.4			

EB16			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
E 164EB+00.00	16400.0	0.0	9.9	9.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0
E 164EB+43.61	16443.6	43.6	9.3	9.3	1.8	15.5	15.5	1.7	15.5	1.7	-1.7
E 164EB+68.61	16468.6	25.0	10.7	10.7	1.4	9.2	9.2	1.5	24.7	3.2	-3.2
E 164EB+93.60	16493.6	25.0	9.4	9.4	3.1	9.3	9.3	2.1	34.0	5.3	-5.3
E 165EB+00.00	16500.0	6.4	8.5	8.5	0.9	2.1	2.1	0.5	36.1	5.8	-5.8
E 166EB+00.00	16600.0	100.0	8.5	8.5	2.0	31.6	31.6	5.4	67.7	11.2	-11.2
E 166EB+21.70	16621.7	21.7	8.5	8.5	3.2	6.8	6.8	2.1	74.5	13.3	-13.3
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	74.5	74.5	13.3			

EB17			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 176EB+00.00	17600.0	0.0	8.9	8.9	2.4	0.0	0.0	0.0	0.0	0.0	0.0
E 176EB+57.47	17657.5	57.5	8.8	8.8	13.8	18.8	18.8	17.2	18.8	17.2	-17.2
E 176EB+82.45	17682.5	25.0	8.8	8.8	3.2	8.1	8.1	7.9	26.9	25.1	-25.1
E 177EB+00.00	17700.0	17.5	9.6	9.6	1.0	6.0	6.0	1.4	32.9	26.4	-26.4
E 177EB+07.43	17707.4	7.4	10.0	10.0	0.5	2.7	2.7	0.2	35.6	26.7	-26.7
E 178EB+00.00	17800.0	92.6	8.6	8.6	0.8	31.9	31.9	2.3	67.4	28.9	-28.9
E 178EB+72.40	17872.4	72.4	7.7	7.7	16.6	21.8	21.8	23.4	89.2	52.3	-52.3
					Column Totals	89.2	89.2	52.3			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB18			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
190SSE+00.00	19000.0	0.0	8.7	8.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0
190SSE+70.67	19070.7	70.7	9.1	9.1	10.1	23.3	23.3	14.2	23.3	14.2	-14.2
190SSE+95.81	19095.8	25.1	8.6	8.6	5.4	8.2	8.2	7.2	31.6	21.4	-21.4
191SSE+00.00	19100.0	4.2	7.8	7.8	5.1	1.3	1.3	0.8	32.8	22.2	-22.2
191SSE+20.92	19120.9	20.9	8.0	8.0	3.8	6.1	6.1	3.4	38.9	25.6	-25.6
192SSE+00.00	19200.0	79.1	8.9	8.9	2.0	24.7	24.7	8.4	63.7	34.1	-34.1
193SSE+00.00	19300.0	100.0	7.8	7.8	4.4	30.9	30.9	11.8	94.6	45.8	-45.8
194SSE+00.00	19400.0	100.0	7.9	7.9	5.7	29.0	29.0	18.6	123.6	64.4	-64.4
194SSE+00.55	19400.6	0.5	7.8	7.8	6.1	0.2	0.2	0.1	123.8	64.6	-64.6
					Column Totals	123.8	123.8	64.6			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB19			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 206EB+00.00	20600.0	0.0	9.7	9.7	1.4	0.0	0.0	0.0	0.0	0.0	0.0
E 206EB+36.42	20636.4	36.4	10.5	10.5	3.3	13.6	13.6	3.2	13.6	3.2	-3.2
E 206EB+61.75	20661.8	25.3	10.2	10.2	1.2	9.7	9.7	2.1	23.3	5.3	-5.3
F 48EB+59.28	4859.3	25.2	10.0	10.0	0.5	9.4	9.4	0.8	32.7	6.1	-6.1
F 49EB+00.00	4900.0	40.7	9.8	9.8	0.4	14.9	14.9	0.7	47.6	6.8	-6.8
F 50EB+00.00	5000.0	100.0	10.7	10.7	0.0	37.9	37.9	0.8	85.6	7.7	-7.7
F 50EB+62.40	5062.4	62.4	10.6	10.6	0.3	24.6	24.6	0.4	110.2	8.0	-8.0
					Column Totals	110.2	110.2	8.0			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB20			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
F 51EB+09.00	5109	0	11.6	11.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F 52EB+00.00	5200	91	12.2	12.2	0.0	40.2	40.2	0.0	40.2	0.0	0.0
F 53EB+00.00	5300	100	7.7	7.7	0.8	37.0	37.0	1.5	77.2	1.5	-1.5
F 54EB+00.00	5400	100	10.9	10.9	0.2	34.6	34.6	1.9	111.7	3.4	-3.4
F 55EB+00.00	5500	100	11.5	11.5	0.3	41.4	41.4	0.9	153.1	4.4	-4.4
F 56EB+00.00	5600	100	8.1	8.1	3.6	36.1	36.1	7.3	189.3	11.6	-11.6
F 57EB+00.00	5700	100	11.1	11.1	0.0	35.4	35.4	6.8	224.7	18.4	-18.4
F 58EB+00.00	5800	100	10.7	10.7	0.0	40.2	40.2	0.0	264.9	18.4	-18.4
F 59EB+00.00	5900	100	8.8	8.8	0.0	36.1	36.1	0.0	301.0	18.4	-18.4
F 60EB+00.00	6000	100	10.6	10.6	0.0	36.0	36.0	0.0	336.9	18.4	-18.4
F 61EB+00.00	6100	100	9.4	9.4	0.0	37.1	37.1	0.0	374.0	18.4	-18.4
F 62EB+00.00	6200	100	8.4	8.4	0.0	32.8	32.8	0.0	406.9	18.4	-18.4
F 63EB+00.00	6300	100	11.6	11.6	0.0	37.0	37.0	0.0	443.8	18.4	-18.4
F 64EB+00.00	6400	100	9.4	9.4	0.0	38.8	38.8	0.0	482.7	18.4	-18.4
F 65EB+00.00	6500	100	10.0	10.0	0.0	35.8	35.8	0.0	518.5	18.4	-18.4
F 66EB+00.00	6600	100	12.9	12.9	0.0	42.4	42.4	0.0	560.9	18.4	-18.4
F 67EB+00.00	6700	100	10.4	10.4	0.0	43.1	43.1	0.0	603.9	18.4	-18.4
F 67EB+96.00	6796	96	10.9	10.9	0.0	37.8	37.8	0.0	641.7	18.4	-18.4
F 68EB+00.00	6800	4	10.8	10.8	0.1	1.6	1.6	0.0	643.4	18.4	-18.4
F 68EB+34.00	6834	34	9.1	9.1	1.3	12.5	12.5	0.9	655.9	19.3	-19.3
F 68EB+46.00	6846	12	7.0	7.0	2.4	3.6	3.6	0.8	659.4	20.1	-20.1
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	659	659	20			

EB21			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
F 69EB+14.00	6914	0	9.6	9.6	2.7	0.0	0.0	0.0	0.0	0.0	0.0
F 69EB+26.00	6926	12	10.2	10.2	2.2	4.4	4.4	1.1	4.4	1.1	-1.1
F 69EB+63.00	6963	37	8.8	8.8	1.0	13.0	13.0	2.2	17.4	3.3	-3.3
F 70EB+00.00	7000	37	10.6	10.6	0.1	13.3	13.3	0.7	30.8	4.0	-4.0
F 71EB+00.00	7100	100	9.2	9.2	0.0	36.8	36.8	0.1	67.6	4.2	-4.2
F 72EB+00.00	7200	100	8.9	8.9	0.1	33.5	33.5	0.3	101.1	4.5	-4.5
F 73EB+00.00	7300	100	9.3	9.3	0.0	33.6	33.6	0.3	134.7	4.7	-4.7
F 74EB+00.00	7400	100	11.4	11.4	0.0	38.4	38.4	0.0	173.1	4.7	-4.7
F 75EB+00.00	7500	100	10.0	10.0	0.0	39.7	39.7	0.0	212.8	4.7	-4.7
F 76EB+00.00	7600	100	11.2	11.2	0.0	39.3	39.3	0.0	252.1	4.7	-4.7
F 77EB+00.00	7700	100	8.0	8.0	0.6	35.6	35.6	1.1	287.7	5.8	-5.8
F 78EB+00.00	7800	100	8.0	8.0	5.9	29.7	29.7	12.0	317.4	17.8	-17.8
F 79EB+00.00	7900	100	9.7	9.7	1.6	32.7	32.7	13.8	350.1	31.6	-31.6
F 80EB+00.00	8000	100	5.7	5.7	0.8	28.5	28.5	4.4	378.5	36.0	-36.0
F 81EB+00.00	8100	100	7.2	7.2	0.3	23.9	23.9	2.2	402.4	38.2	-38.2
F 82EB+00.00	8200	100	8.1	8.1	0.1	28.4	28.4	0.8	430.8	39.0	-39.0
F 82EB+56.00	8256	56	8.1	8.1	0.0	16.9	16.9	0.1	447.7	39.1	-39.1
F 83EB+00.00	8300	44	9.1	9.1	0.0	14.1	14.1	0.0	461.7	39.1	-39.1
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	462	462	39			

EB22			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
73HES+50.00	7350.0	0.0	9.5	9.5	0.8	0.0	0.0	0.0	0.0	0.0	0.0
73HES+67.00	7367.0	17.0	9.3	9.3	1.5	5.9	5.9	0.7	5.9	0.7	-0.7
73HES+79.00	7379.0	12.0	9.2	9.2	0.3	4.1	4.1	0.4	10.0	1.2	-1.2
74HES+00.00	7400.0	21.0	8.3	8.3	0.0	6.8	6.8	0.1	16.8	1.3	-1.3
74HES+17.00	7417.0	17.0	9.8	9.8	0.0	5.7	5.7	0.0	22.5	1.3	-1.3
75HES+00.00	7500.0	83.0	13.4	13.4	0.0	35.6	35.6	0.0	58.1	1.3	-1.3
76HES+00.00	7600.0	100.0	13.4	13.4	0.0	49.6	49.6	0.0	107.7	1.3	-1.3
77HES+00.00	7700.0	100.0	12.4	12.4	0.0	47.7	47.7	0.0	155.4	1.3	-1.3
77HES+81.00	7781.0	81.0	7.2	7.2	0.4	29.3	29.3	0.6	184.6	1.9	-1.9
78HES+00.00	7800.0	19.0	3.8	3.8	0.0	3.9	3.9	0.1	188.5	2.1	-2.1
78HES+75.00	7875.0	75.0	5.1	5.1	0.4	12.4	12.4	0.5	188.5	2.6	-2.6
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	200.9	200.9	2.6			

EB23			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
F 87EB+50.00	8750.0	0.0	0.0	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0
F 88EB+00.00	8800.0	50.0	0.0	0.0	24.9	0.0	0.0	34.7	0.0	34.7	-34.7
F 88EB+04.49	8804.5	4.5	0.0	0.0	22.0	0.0	0.0	3.9	0.0	38.6	-38.6
F 88EB+29.47	8829.5	25.0	0.0	0.0	11.4	0.0	0.0	15.4	0.0	54.0	-54.0
F 88EB+54.45	8854.5	25.0	0.0	0.0	5.8	0.0	0.0	7.9	0.0	61.9	-61.9
F 89EB+00.00	8900.0	45.5	0.0	0.0	6.7	0.0	0.0	10.5	0.0	72.4	-72.4
F 90EB+00.00	9000.0	100.0	0.0	0.0	5.6	0.0	0.0	22.8	0.0	95.2	-95.2
F 90EB+69.47	9069.5	69.5	0.0	0.0	12.4	0.0	0.0	23.2	0.0	118.4	-118.4
F 90EB+98.76	9098.8	29.3	0.0	0.0	6.5	0.0	0.0	10.2	0.0	128.7	-128.7
F 91EB+00.00	9100.0	1.2	0.0	0.0	7.2	0.0	0.0	0.3	0.0	129.0	-129.0
F 91EB+10.19	9110.2	10.2	0.0	0.0	7.5	0.0	0.0	2.8	0.0	131.7	-131.7
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	0.0	0.0	131.7			

EB24			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
97HSE+50.00	9750.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0
98HSE+00.00	9800.0	50.0	0.0	0.0	26.4	0.0	0.0	25.2	0.0	25.2	-25.2
98HSE+12.77	9812.8	12.8	0.0	0.0	20.5	0.0	0.0	11.1	0.0	36.3	-36.3
98HSE+37.93	9837.9	25.2	0.0	0.0	6.0	0.0	0.0	12.3	0.0	48.6	-48.6
98HSE+63.06	9863.1	25.1	0.0	0.0	1.2	0.0	0.0	3.3	0.0	51.9	-51.9
99HSE+00.00	9900.0	36.9	0.0	0.0	1.5	0.0	0.0	1.9	0.0	53.8	-53.8
100HSE+00.00	10000.0	100.0	0.0	0.0	2.7	0.0	0.0	7.9	0.0	61.7	-61.7
100HSE+50.00	10050.0	50.0	4.7	4.7	0.0	4.3	4.3	2.5	4.3	64.2	-64.2
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	4.3	4.3	64.2			

EB25			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
F 98EB+00.00	9800.0	0.0	5.2	5.2	2.4	0.0	0.0	0.0	0.0	0.0	0.0
F 98EB+50.43	9850.4	50.4	6.8	6.8	11.3	11.2	11.2	12.8	11.2	12.8	-12.8
F 98EB+75.41	9875.4	25.0	7.9	7.9	0.1	6.8	6.8	5.3	18.0	18.1	-18.1
F 99EB+00.00	9900.0	24.6	8.9	8.9	0.0	7.7	7.7	0.0	25.6	18.1	-18.1
F 99EB+00.39	9900.4	0.4	9.0	9.0	0.0	0.1	0.1	0.0	25.8	18.1	-18.1
F 100EB+00.00	10000.0	99.6	5.3	5.3	0.0	26.3	26.3	0.0	52.1	18.1	-18.1
F 100EB+25.00	10025.0	25.0	5.2	5.2	0.0	4.9	4.9	0.0	57.0	18.1	-18.1
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	57.0	57.0	18.1			

EB26			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
102HSE+50.00	10250.0	0.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102HSE+91.66	10291.7	41.7	7.9	7.9	0.0	10.7	10.7	0.0	10.7	0.0	0.0
103HSE+00.00	10300.0	8.3	8.4	8.4	0.0	2.5	2.5	0.0	13.3	0.0	0.0
103HSE+16.64	10316.6	16.6	6.6	6.6	0.0	4.6	4.6	0.0	17.9	0.0	0.0
103HSE+41.62	10341.6	25.0	5.2	5.2	0.0	5.5	5.5	0.0	23.3	0.0	0.0
104HSE+00.00	10400.0	58.4	5.9	5.9	0.0	12.0	12.0	0.0	35.3	0.0	0.0
105HSE+00.00	10500.0	100.0	0.0	0.0	2.3	10.9	10.9	4.3	46.2	4.3	-4.3
105HSE+75.00	10575.0	75.0	4.3	4.3	0.0	5.9	5.9	3.2	52.2	7.5	-7.5
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	52.2	52.2	7.5			

EB27			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
F 102EB+50.00	10250.0	0.0	5.0	5.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0
F 102EB+91.37	10291.4	41.4	5.0	5.0	5.9	7.6	7.6	5.9	7.6	5.9	-5.9
F 103EB+00.00	10300.0	8.6	4.9	4.9	4.9	1.6	1.6	1.7	9.2	7.6	-7.6
F 103EB+16.37	10316.4	16.4	4.8	4.8	2.5	2.9	2.9	2.2	12.2	9.8	-9.8
F 103EB+41.36	10341.4	25.0	4.6	4.6	1.2	4.4	4.4	1.7	16.5	11.5	-11.5
F 104EB+00.00	10400.0	58.6	4.0	4.0	2.1	9.3	9.3	3.5	25.8	15.0	-15.0
F 105EB+00.00	10500.0	100.0	7.0	7.0	0.0	20.3	20.3	3.8	46.2	18.8	-18.8
F 105EB+75.00	10575.0	75.0	1.2	1.2	0.0	11.4	11.4	0.0	57.6	18.8	-18.8
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	57.6	57.6	18.8			

EB28			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
111HEN+75.00	11175.0	0.0	5.1	5.1	20.5	0.0	0.0	0.0	0.0	0.0	0.0
112HEN+00.00	11200.0	25.0	4.4	4.4	29.6	4.4	4.4	23.2	4.4	23.2	-23.2
112HEN+20.98	11221.0	21.0	4.2	4.2	37.4	3.3	3.3	26.0	7.8	49.2	-49.2
112HEN+22.23	11222.2	1.3	4.2	4.2	37.5	0.2	0.2	1.7	7.9	51.0	-51.0
112HEN+46.78	11246.8	24.6	3.5	3.5	30.5	3.5	3.5	30.9	11.5	81.9	-81.9
112HEN+47.07	11247.1	0.3	3.5	3.5	30.6	0.0	0.0	0.3	11.5	82.2	-82.2
112HEN+71.39	11271.4	24.3	2.6	2.6	35.3	2.8	2.8	29.7	14.2	111.9	-111.9
112HEN+73.13	11273.1	1.7	2.6	2.6	36.1	0.2	0.2	2.3	14.4	114.2	-114.2
113HEN+00.00	11300.0	26.9	1.9	1.9	44.8	2.2	2.2	40.2	16.6	154.4	-154.4
114HEN+00.00	11400.0	100.0	2.9	2.9	3.9	8.9	8.9	90.1	25.6	244.5	-244.5
114HEN+19.07	11419.1	19.1	2.0	2.0	5.7	1.8	1.8	3.4	27.3	247.9	-247.9
114HEN+33.27	11433.3	14.2	1.4	1.4	6.8	0.9	0.9	3.3	28.2	251.2	-251.2
					Column Totals	28.2	28.2	251.2			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

EB29			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
111HEN+75.00	11175.0	0.0	5.8	5.8	19.0	0.0	0.0	0.0	0.0	0.0	0.0
112HEN+00.00	11200.0	25.0	4.8	4.8	27.1	4.9	4.9	21.3	4.9	21.3	-21.3
112HEN+20.98	11221.0	21.0	6.1	6.1	33.6	4.2	4.2	23.6	9.1	44.9	-44.9
112HEN+22.23	11222.2	1.3	6.1	6.1	33.8	0.3	0.3	1.6	9.4	46.5	-46.5
112HEN+46.78	11246.8	24.6	5.8	5.8	25.8	5.4	5.4	27.1	14.9	73.6	-73.6
112HEN+47.07	11247.1	0.3	5.8	5.8	25.5	0.1	0.1	0.3	14.9	73.8	-73.8
112HEN+71.39	11271.4	24.3	6.0	6.0	13.5	5.4	5.4	17.6	20.3	91.4	-91.4
112HEN+73.13	11273.1	1.7	6.1	6.1	12.8	0.4	0.4	0.8	20.7	92.3	-92.3
113HEN+00.00	11300.0	26.9	5.9	5.9	12.2	5.9	5.9	12.4	26.6	104.7	-104.7
114HEN+00.00	11400.0	100.0	2.7	2.7	8.3	15.9	15.9	38.1	42.5	142.8	-142.8
114HEN+19.07	11419.1	19.1	3.4	3.4	38.7	2.2	2.2	16.6	44.7	159.4	-159.4
114HEN+33.27	11433.3	14.2	0.0	0.0	0.0	0.9	0.9	10.2	45.6	169.6	-169.6
					Column Totals	45.6	45.6	169.6			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB01			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
468FNW+47.37	46847.4	0.0	8.5	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
469FNW+00.00	46900.0	52.6	6.4	6.4	0.4	14.5	14.5	0.4	14.5	0.4	-0.4
469FNW+07.09	46907.1	7.1	6.5	6.5	0.1	1.7	1.7	0.1	16.2	0.5	-0.5
469FNW+37.75	46937.8	30.7	0.6	0.6	0.0	4.0	4.0	0.1	20.2	0.5	-0.5
469FNW+62.75	46962.8	25.0	1.4	1.4	0.0	0.9	0.9	0.0	21.1	0.5	-0.5
469FNW+87.75	46987.8	25.0	0.7	0.7	0.0	1.0	1.0	0.0	22.1	0.5	-0.5
470FNW+00.00	47000.0	12.3	0.1	0.1	0.0	0.2	0.2	0.0	22.3	0.5	-0.5
					Column Totals	22.3	22.3	0.5			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB02			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
B 548WB+00.00	54800.0	0.0	9.7	9.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0
B 548WB+12.20	54812.2	12.2	8.2	8.2	0.1	4.1	4.1	0.0	4.1	0.0	0.0
B 549WB+00.00	54900.0	87.8	8.6	8.6	0.3	27.4	27.4	0.6	31.5	0.7	-0.7
B 550WB+00.00	55000.0	100.0	8.7	8.7	0.6	32.1	32.1	1.7	63.5	2.4	-2.4
B 550WB+40.60	55040.6	40.6	8.1	8.1	3.6	12.6	12.6	3.2	76.1	5.6	-5.6
					Column Totals	76.1	76.1	5.6			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB03			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
1066PSB+50.00	106650.0	0.0	3.6	3.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0
1066PSB+75.19	106675.2	25.2	4.4	4.4	17.2	3.7	3.7	11.6	3.7	11.6	-11.6
1067PSB+00.00	106700.0	24.8	4.7	4.7	16.6	4.2	4.2	15.6	7.9	27.2	-27.2
1067PSB+40.56	106740.6	40.6	4.4	4.4	14.0	6.8	6.8	23.0	14.7	50.1	-50.1
1067PSB+65.56	106765.6	25.0	4.6	4.6	19.5	4.1	4.1	15.5	18.9	65.6	-65.6
1067PSB+90.56	106790.6	25.0	6.4	6.4	34.5	5.1	5.1	25.0	24.0	90.6	-90.6
1068PSB+00.00	106800.0	9.4	8.7	8.7	15.6	2.6	2.6	8.8	26.6	99.4	-99.4
					Column Totals	26.6	26.6	99.4			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB06			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
556PNE+39.85	55639.9	0.0	8.0	8.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0
556PNE+79.88	55679.9	40.0	11.2	11.2	0.6	14.3	14.3	1.7	14.3	1.7	-1.7
557PNE+00.00	55700.0	20.1	12.4	12.4	0.5	8.8	8.8	0.4	23.1	2.1	-2.1
557PNE+04.88	55704.9	4.9	12.4	12.4	0.6	2.2	2.2	0.1	25.4	2.2	-2.2
557PNE+29.53	55729.5	24.7	7.7	7.7	13.4	9.2	9.2	6.4	34.5	8.6	-8.6
558PNE+00.00	55800.0	70.5	5.9	5.9	1.8	17.7	17.7	19.9	52.2	28.5	-28.5
					Column Totals	52.2	52.2	28.5			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB07			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
C 598WB+59.97	59860.0	0.0	31.6	31.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
C 599WB+00.00	59900.0	40.0	15.0	15.0	0.0	34.5	34.5	0.1	34.5	0.1	-0.1
C 599WB+00.11	59900.1	0.1	14.9	14.9	0.0	0.1	0.1	0.0	34.6	0.1	-0.1
C 599WB+24.97	59925.0	24.9	12.9	12.9	1.9	12.8	12.8	0.9	47.4	1.0	-1.0
C 599WB+49.95	59950.0	25.0	10.8	10.8	7.9	10.9	10.9	4.5	58.4	5.5	-5.5
C 600WB+00.00	60000.0	50.1	9.8	9.8	6.6	19.1	19.1	13.4	77.4	18.9	-18.9
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	77.4	77.4	18.9			

WB08			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
605RNE+00.00	60500.0	0.0	8.6	8.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0
605RNE+08.88	60508.9	8.9	8.8	8.8	2.2	2.9	2.9	0.5	2.9	0.5	-0.5
605RNE+38.53	60538.5	29.7	9.3	9.3	3.3	9.9	9.9	3.0	12.7	3.4	-3.4
606RNE+00.00	60600.0	61.5	11.0	11.0	0.0	23.1	23.1	3.7	35.8	7.2	-7.2
606RNE+41.50	60641.5	41.5	12.8	12.8	0.0	18.3	18.3	0.0	54.1	7.2	-7.2
606RNE+66.59	60666.6	25.1	11.8	11.8	0.3	11.4	11.4	0.1	65.5	7.3	-7.3
606RNE+91.63	60691.6	25.0	11.0	11.0	1.6	10.6	10.6	0.9	76.1	8.1	-8.1
607RNE+00.00	60700.0	8.4	11.4	11.4	0.3	3.5	3.5	0.3	79.6	8.4	-8.4
607RNE+50.00	60750.0	50.0	10.8	10.8	0.0	20.6	20.6	0.3	100.2	8.7	-8.7
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	100.2	100.2	8.7			

WB09			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
C 611WB+25.00	61125.0	0.0	8.0	8.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0
C 611WB+47.16	61147.2	22.2	7.8	7.8	7.9	6.5	6.5	4.3	6.5	4.3	-4.3
C 612WB+00.00	61200.0	52.8	7.4	7.4	5.8	14.9	14.9	13.5	21.4	17.8	-17.8
C 613WB+00.00	61300.0	100.0	8.3	8.3	5.6	29.0	29.0	21.2	50.3	39.0	-39.0
C 614WB+00.00	61400.0	100.0	10.1	10.1	7.0	34.0	34.0	23.3	84.3	62.3	-62.3
C 614WB+01.51	61401.5	1.5	9.9	9.9	7.0	0.6	0.6	0.4	84.9	62.7	-62.7
C 614WB+26.58	61426.6	25.1	7.8	7.8	14.3	8.2	8.2	9.9	93.1	72.6	-72.6
C 614WB+51.59	61451.6	25.0	10.9	10.9	14.8	8.7	8.7	13.5	101.7	86.1	-86.1
C 615WB+00.00	61500.0	48.4	12.2	12.2	4.3	20.7	20.7	17.1	122.5	103.1	-103.1
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	122.5	122.5	103.1			

WB10			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
D 617WB+75.00	61775.0	0.0	8.0	8.0	18.1	0.0	0.0	0.0	0.0	0.0	0.0
D 618WB+00.00	61800.0	25.0	7.8	7.8	50.4	7.4	7.4	31.7	7.4	31.7	-31.7
D 619WB+00.00	61900.0	100.0	8.2	8.2	18.1	29.7	29.7	126.9	37.0	158.6	-158.6
D 619WB+50.00	61950.0	50.0	7.4	7.4	13.5	14.4	14.4	29.3	51.4	187.8	-187.8
					Column Totals	51.4	51.4	187.8			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB11			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
D 621WB+34.00	62134.0	0.0	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0
D 622WB+00.00	62200.0	66.0	6.4	6.4	9.9	15.8	15.8	16.0	15.8	16.0	-16.0
D 623WB+00.00	62300.0	100.0	6.6	6.6	46.4	24.1	24.1	104.3	39.9	120.3	-120.3
D 623WB+92.03	62392.0	92.0	6.3	6.3	23.9	22.0	22.0	119.7	61.8	240.1	-240.1
D 624WB+00.00	62400.0	8.0	6.8	6.8	16.2	1.9	1.9	5.9	63.8	246.0	-246.0
D 624WB+16.42	62416.4	16.4	7.3	7.3	6.8	4.3	4.3	7.0	68.0	253.0	-253.0
D 624WB+40.77	62440.8	24.3	9.9	9.9	0.4	7.7	7.7	3.2	75.7	256.2	-256.2
D 624WB+50.00	62450.0	9.2	11.3	11.3	0.1	3.6	3.6	0.1	79.4	256.3	-256.3
					Column Totals	79.4	79.4	256.3			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB12			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
104JNE+25.00	10425.0	0.0	1.1	1.1	6.6	0.0	0.0	0.0	0.0	0.0	0.0
105JNE+00.00	10500.0	75.0	1.1	1.1	2.7	3.0	3.0	12.9	3.0	12.9	-12.9
106JNE+00.00	10600.0	100.0	1.5	1.5	2.2	4.7	4.7	8.9	7.7	21.8	-21.8
107JNE+00.00	10700.0	100.0	10.3	10.3	0.1	21.9	21.9	4.1	29.6	26.0	-26.0
108JNE+00.00	10800.0	100.0	8.3	8.3	0.0	34.6	34.6	0.1	64.2	26.1	-26.1
108JNE+50.00	10850.0	50.0	12.1	12.1	0.0	18.9	18.9	0.0	83.1	26.1	-26.1
	BK										
	AH										
E 626WB+52.06	62652.1	0.0	12.5	12.5	1.2	0.0	0.0	0.0	0.0	0.0	0.0
E 627WB+00.00	62700.0	47.9	11.6	11.6	1.5	21.3	21.3	2.4	21.3	2.4	-2.4
E 628WB+00.00	62800.0	100.0	12.9	12.9	0.1	45.3	45.3	3.1	66.6	5.5	-5.5
E 629WB+00.00	62900.0	100.0	12.0	12.0	0.0	46.2	46.2	0.3	112.8	5.8	-5.8
E 629WB+62.00	62962.0	62.0	11.4	11.4	0.9	26.9	26.9	1.0	139.7	6.8	-6.8
					Column Totals	222.8	222.8	32.9			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB13			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
E 632WB+05.70	63205.7	0.0	0.0	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0
E 633WB+00.00	63300.0	94.3	6.7	6.7	0.3	11.6	11.6	19.3	11.6	19.3	-19.3
E 634WB+00.00	63400.0	100.0	6.7	6.7	0.8	24.7	24.7	2.1	36.3	21.3	-21.3
E 634WB+05.75	63405.8	5.8	6.7	6.7	0.8	1.4	1.4	0.2	37.8	21.5	-21.5
E 634WB+30.88	63430.9	25.1	6.7	6.7	1.6	6.2	6.2	1.1	44.0	22.6	-22.6
E 634WB+55.86	63455.9	25.0	6.7	6.7	3.2	6.2	6.2	2.2	50.1	24.8	-24.8
E 635WB+00.00	63500.0	44.1	6.7	6.7	0.8	10.9	10.9	3.3	61.0	28.1	-28.1
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	61.0	61.0	28.1			

WB14			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
39TNW+75.00	3975.0	0.0	6.7	6.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0
39TNW+80.70	3980.7	5.7	6.7	6.7	1.2	1.4	1.4	0.3	1.4	0.3	-0.3
40TNW+00.00	4000.0	19.3	6.7	6.7	0.8	4.8	4.8	0.7	6.2	1.0	-1.0
41TNW+00.00	4100.0	100.0	6.7	6.7	0.4	24.7	24.7	2.2	30.9	3.1	-3.1
41TNW+21.64	4121.6	21.6	6.7	6.7	0.6	5.3	5.3	0.4	36.2	3.5	-3.5
41TNW+46.67	4146.7	25.0	6.7	6.7	0.9	6.2	6.2	0.7	42.4	4.2	-4.2
41TNW+71.72	4171.7	25.1	6.7	6.7	1.5	6	6	1	49	5	-5
42TNW+00.00	4200.0	28.3	6.7	6.7	1.8	7.0	7.0	1.7	55.6	7.0	-7.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	55.6	55.6	7.0			

WB15			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
57TNE+74.52	5774.5	0.0	0.1	0.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0
58TNE+00.00	5800.0	25.5	0.0	0.0	4.4	0.1	0.1	3.8	0.1	3.8	-3.8
58TNE+52.02	5852.0	52.0	0.4	0.4	1.2	0.4	0.4	5.4	0.5	9.2	-9.2
59TNE+00.00	5900.0	48.0	0.0	0.0	2.7	0.3	0.3	3.4	0.8	12.6	-12.6
59TNE+27.19	5927.2	27.2	0.0	0.0	2.1	0.0	0.0	2.4	0.8	15.1	-15.1
59TNE+52.17	5952.2	25.0	0.0	0.0	3.0	0.0	0.0	2.4	0.8	17.4	-17.4
59TNE+77.15	5977.2	25.0	0.0	0.0	4.6	0	0	4	1	21	-21
60TNE+00.00	6000.0	22.9	0.0	0.0	3.5	0.0	0.0	3.4	0.8	24.4	-24.4
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	0.8	0.8	24.4			

WB16			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
124MNW+08.70	12408.7	0.0	0.1	0.1	20.7	0.0	0.0	0.0	0.0	0.0	0.0
125MNW+00.00	12500.0	91.3	4.5	4.5	0.9	7.8	7.8	36.5	7.8	36.5	-36.5
126MNW+00.00	12600.0	100.0	2.1	2.1	1.0	12.3	12.3	3.4	20.1	39.9	-39.9
126MNW+74.65	12674.7	74.6	26.2	26.2	0.1	39.2	39.2	1.4	59.3	41.3	-41.3
126MNW+99.63	12699.6	25.0	25.9	25.9	0.0	24.1	24.1	0.0	83.4	41.4	-41.4
127MNW+00.00	12700.0	0.4	25.9	25.9	0.0	0.4	0.4	0.0	83.7	41.4	-41.4
127MNW+24.61	12724.6	24.6	30.7	30.7	0.0	25.8	25.8	0.0	109.5	41.4	-41.4
127MNW+50.00	12750.0	25.4	40.0	40.0	0.0	33.2	33.2	0.0	142.8	41.4	-41.4
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	142.8	142.8	41.4			

WB20			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
136MNW+00.00	13600.0	0.0	5.0	5.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
137MNW+00.00	13700.0	100.0	5.0	5.0	0.0	18.5	18.5	0.4	18.5	0.4	-0.4
138MNW+00.00	13800.0	100.0	5.0	5.0	4.6	18.5	18.5	8.6	37.0	9.1	-9.1
139MNW+00.00	13900.0	100.0	7.9	7.9	0.5	23.9	23.9	9.4	60.9	18.5	-18.5
140MNW+00.00	14000.0	100.0	13.9	13.9	0.0	40.4	40.4	0.9	101.3	19.4	-19.4
141MNW+00.00	14100.0	100.0	11.6	11.6	0.0	47	47	0	149	19	-19
142MNW+00.00	14200.0	100.0	9.9	9.9	0.0	40	40	0	188	19	-19
142MNW+95.67	14295.7	95.7	9.1	9.1	1.2	34	34	2	222	21	-21
143MNW+00.00	14300.0	4.3	9.5	9.5	0.2	1	1	0	224	22	-22
143MNW+24.93	14324.9	24.9	9.2	9.2	1.4	9	9	1	232	22	-22
144MNW+00.00	14400.0	75.1	10.6	10.6	0.0	28	28	2	260	24	-24
145MNW+00.00	14500.0	100.0	10.0	10.0	2.7	38	38	5	298	29	-29
	BK										
	AH										
H 755WB+00.00	75500.0	0.0	10.0	10.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0
H 755WB+40.23	75540.2	40.2	10.0	10.0	1.1	14.9	14.9	2.8	14.9	2.8	-2.8
H 755WB+65.21	75565.2	25.0	10.0	10.0	3.2	9.3	9.3	2.0	24.2	4.8	-4.8
H 755WB+90.19	75590.2	25.0	10.2	10.2	17.7	9.3	9.3	9.7	33.5	14.4	-14.4
H 756WB+00.00	75600.0	9.8	10.1	10.1	15.2	3.7	3.7	6.0	37.2	20.4	-20.4
H 756WB+25.00	75625.0	25.0	10.0	10.0	4.0	9.3	9.3	8.9	46.5	29.3	-29.3
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	344.4	344.4	58.6			

WB21			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
163SNW+50.00	16350.0	0.0	7.5	7.5	0.9	0.0	0.0	0.0	0.0	0.0	0.0
163SNW+70.07	16370.1	20.1	7.4	7.4	2.1	5.5	5.5	1.1	5.5	1.1	-1.1
164SNW+00.00	16400.0	29.9	7.3	7.3	6.5	8.1	8.1	4.8	13.7	5.9	-5.9
164SNW+27.07	16427.1	27.1	8.0	8.0	5.8	7.7	7.7	6.2	21.3	12.0	-12.0
165SNW+00.00	16500.0	72.9	7.5	7.5	22.3	21	21	38	42	50	-50
165SNW+79.59	16579.6	79.6	8.8	8.8	23.5	24	24	68	66	117	-117
166SNW+00.00	16600.0	20.4	7.0	7.0	30.3	6	6	20	72	138	-138
166SNW+04.57	16604.6	4.6	7.7	7.7	30.4	1	1	5	74	143	-143
166SNW+29.55	16629.6	25.0	7.7	7.7	42.2	7	7	34	81	177	-177
167SNW+00.00	16700.0	70.5	7.2	7.2	23.3	19	19	85	100	262	-262
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	100.1	100.1	262.0			

WB22			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
J 790WB+79.00	79079.0	0.0	14.9	14.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J 791WB+00.00	79100.0	21.0	10.2	10.2	1.0	9.8	9.8	0.4	9.8	0.4	-0.4
J 792WB+00.00	79200.0	100.0	10.6	10.6	0.6	38.5	38.5	3.1	48.3	3.5	-3.5
J 793WB+00.00	79300.0	100.0	11.8	11.8	1.9	41.6	41.6	4.7	89.9	8.1	-8.1
J 793WB+12.78	79312.8	12.8	12.1	12.1	1.1	5.7	5.7	0.7	95.5	8.9	-8.9
J 793WB+37.76	79337.8	25.0	13.3	13.3	0.0	11.8	11.8	0.5	107.3	9.3	-9.3
J 793WB+62.74	79362.7	25.0	14.7	14.7	3.6	13.0	13.0	1.7	120.3	11.0	-11.0
J 794WB+00.00	79400.0	37.3	10.6	10.6	7.1	17.5	17.5	7.3	137.7	18.3	-18.3
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	137.7	137.7	18.3			

WB23			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
J 801WB+80.00	80180.0	0.0	8.6	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J 802WB+00.00	80200.0	20.0	8.9	8.9	0.7	6.5	6.5	0.3	6.5	0.3	-0.3
J 803WB+00.00	80300.0	100.0	9.7	9.7	0.4	34.5	34.5	2.0	41.0	2.3	-2.3
J 804WB+00.00	80400.0	100.0	10.2	10.2	1.7	37.0	37.0	3.8	78.0	6.1	-6.1
J 805WB+00.00	80500.0	100.0	11.1	11.1	0.0	39.5	39.5	3.1	117.4	9.2	-9.2
J 805WB+42.13	80542.1	42.1	13.6	13.6	0.0	19.2	19.2	0.0	136.7	9.2	-9.2
J 805WB+66.92	80566.9	24.8	21.0	21.0	0.0	15.9	15.9	0.0	152.6	9.2	-9.2
J 805WB+91.47	80591.5	24.6	11.8	11.8	1.2	15.0	15.0	0.5	167.5	9.8	-9.8
J 806WB+00.00	80600.0	8.5	11.3	11.3	1.3	3.7	3.7	0.4	171.2	10.2	-10.2
J 806WB+25.00	80625.0	25.0	10.2	10.2	0.9	10.0	10.0	1.0	181.1	11.2	-11.2
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	181.1	181.1	11.2			

WB24			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
K 820WB+57.00	82057	0	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K 821WB+00.00	82100	43	9.4	9.4	0.0	16.9	16.9	0.0	16.9	0.0	0.0
K 822WB+00.00	82200	100	12.4	12.4	0.0	40.4	40.4	0.0	57.3	0.0	0.0
K 823WB+00.00	82300	100	12.9	12.9	0.1	46.9	46.9	0.2	104.2	0.2	-0.2
K 824WB+00.00	82400	100	9.9	9.9	0.2	42.3	42.3	0.6	146.6	0.9	-0.9
K 825WB+00.00	82500	100	9.8	9.8	0.1	36.4	36.4	0.7	183.0	1.6	-1.6
K 826WB+00.00	82600	100	7.4	7.4	0.1	31.8	31.8	0.5	214.8	2.1	-2.1
K 827WB+00.00	82700	100	8.4	8.4	0.0	29.4	29.4	0.3	244.2	2.3	-2.3
K 828WB+00.00	82800	100	11.7	11.7	0.0	37.2	37.2	0.0	281.4	2.3	-2.3
K 829WB+00.00	82900	100	12.0	12.0	0.0	43.8	43.8	0.0	325.2	2.3	-2.3
K 830WB+00.00	83000	100	9.5	9.5	0.0	39.8	39.8	0.0	365.0	2.3	-2.3
K 831WB+00.00	83100	100	9.2	9.2	0.0	34.6	34.6	0.0	399.6	2.3	-2.3
K 832WB+00.00	83200	100	7.8	7.8	0.0	31.4	31.4	0.0	431.0	2.3	-2.3
K 833WB+00.00	83300	100	9.1	9.1	0.0	31.3	31.3	0.0	462.3	2.3	-2.3
K 834WB+00.00	83400	100	12.1	12.1	0.0	39.3	39.3	0.0	501.6	2.3	-2.3
K 835WB+00.00	83500	100	10.6	10.6	0.3	41.9	41.9	0.5	543.5	2.8	-2.8
K 836WB+00.00	83600	100	8.9	8.9	1.1	36.2	36.2	2.6	579.7	5.5	-5.5
K 836WB+15.00	83615	15	9.5	9.5	0.2	5.1	5.1	0.4	584.8	5.9	-5.9
K 836WB+53.00	83653	38	10.3	10.3	2.0	14.0	14.0	1.6	598.8	7.5	-7.5
K 836WB+65.00	83665	12	7.7	7.7	2.5	4.0	4.0	1.0	602.8	8.5	-8.5
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	603	603	8			

WB25			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
K 837WB+33.00	83733	0	7.4	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0
K 837WB+45.00	83745	12	9.7	9.7	1.9	3.8	3.8	1.2	3.8	1.2	-1.2
K 837WB+82.00	83782	37	9.0	9.0	0.1	12.8	12.8	1.4	16.6	2.6	-2.6
K 838WB+00.00	83800	18	7.0	7.0	0.4	5.3	5.3	0.2	21.9	2.8	-2.8
K 839WB+00.00	83900	100	9.7	9.7	0.0	31.0	31.0	0.7	52.9	3.5	-3.5
K 840WB+00.00	84000	100	7.2	7.2	0.4	31.4	31.4	0.7	84.4	4.2	-4.2
K 841WB+00.00	84100	100	10.5	10.5	0.5	32.8	32.8	1.6	117.2	5.8	-5.8
K 842WB+00.00	84200	100	10.9	10.9	0.0	39.6	39.6	0.9	156.8	6.7	-6.7
K 843WB+00.00	84300	100	12.4	12.4	0.0	43.1	43.1	0.1	199.9	6.8	-6.8
K 844WB+00.00	84400	100	8.8	8.8	0.3	39.2	39.2	0.6	239.1	7.4	-7.4
K 845WB+00.00	84500	100	7.4	7.4	2.1	30.1	30.1	4.4	269.2	11.8	-11.8
K 846WB+00.00	84600	100	8.0	8.0	4.4	28.6	28.6	12.1	297.8	23.8	-23.8
K 847WB+00.00	84700	100	11.7	11.7	0.0	36.5	36.5	8.2	334.3	32.0	-32.0
K 848WB+00.00	84800	100	5.6	5.6	0.0	32.1	32.1	0.0	366.4	32.0	-32.0
K 849WB+00.00	84900	100	7.6	7.6	0.1	24.6	24.6	0.2	390.9	32.2	-32.2
K 850WB+00.00	85000	100	8.2	8.2	3.2	29.4	29.4	6.1	420.3	38.3	-38.3
K 850WB+08.00	85008	8	6.7	6.7	3.2	2.2	2.2	0.9	422.5	39.2	-39.2
K 850WB+46.00	85046	38	4.5	4.5	14.8	7.9	7.9	12.7	430.4	51.9	-51.9
K 850WB+58.00	85058	12	3.8	3.8	19.3	1.8	1.8	7.6	432.3	59.5	-59.5
K 851WB+00.00	85100	42	9.4	9.4	2.7	10.3	10.3	17.1	442.6	76.6	-76.6
K 851WB+75.00	85175	75	9.6	9.6	0.0	26.5	26.5	3.8	469.0	80.4	-80.4
					Column Totals	469	469	80			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB27			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
77HSW+02.34	7702.3	0.0	9.7	9.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
78HSW+00.00	7800.0	97.7	11.2	11.2	0.0	37.7	37.7	0.5	37.7	0.5	-0.5
79HSW+00.00	7900.0	100.0	11.8	11.8	0.0	42.5	42.5	0.0	80.2	0.5	-0.5
79HSW+67.97	7968.0	68.0	18.7	18.7	0.0	38.3	38.3	0.0	118.5	0.5	-0.5
79HSW+92.95	7993.0	25.0	12.8	12.8	0.0	14.5	14.5	0.0	133.0	0.5	-0.5
80HSW+00.00	8000.0	7.1	12.0	12.0	0.0	3.2	3.2	0.0	136.3	0.5	-0.5
80HSW+17.93	8017.9	17.9	11.6	11.6	5.5	7.8	7.8	1.8	144.1	2.3	-2.3
80HSW+50.00	8050.0	32.1	10.7	10.7	0.2	13.3	13.3	3.3	157.4	5.6	-5.6
					Column Totals	157.4	157.4	5.6			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB28			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
K 868WB+70.00	86870.0	0.0	26.8	26.8	0.0	0.00	0.00	0.00	0.00	0.00	0.00
K 869WB+00.00	86900.0	30.0	7.5	7.5	0.0	19.04	19.04	0.00	19.04	0.00	0.00
K 870WB+00.00	87000.0	100.0	5.7	5.7	0.0	24.37	24.37	0.07	43.41	0.07	-0.07
K 871WB+00.00	87100.0	100.0	6.5	6.5	1.2	22.69	22.69	2.31	66.09	2.39	-2.39
K 871WB+59.28	87159.3	59.3	5.7	5.7	2.0	13.46	13.46	3.52	79.55	5.91	-5.91
K 871WB+84.27	87184.3	25.0	5.2	5.2	5.9	5.07	5.07	3.65	84.63	9.56	-9.56
K 872WB+00.00	87200.0	15.7	5.0	5.0	9.2	2.99	2.99	4.40	87.62	13.97	-13.97
K 872WB+09.25	87209.3	9.3	5.2	5.2	9.3	1.74	1.74	3.18	89.36	17.15	-17.15
K 872WB+50.00	87250.0	40.8	5.2	5.2	1.7	7.80	7.80	8.36	97.16	25.51	-25.51
					Column Totals	97.2	97.2	25.5			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB29			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
K 868WB+70.00	86870.0	0.0	30.7	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K 869WB+00.00	86900.0	30.0	8.6	8.6	0.1	21.8	21.8	0.1	21.8	0.1	-0.1
K 870WB+00.00	87000.0	100.0	8.3	8.3	0.7	31.2	31.2	1.5	53.0	1.5	-1.5
K 871WB+00.00	87100.0	100.0	12.6	12.6	0.0	38.8	38.8	1.3	91.8	2.8	-2.8
K 871WB+59.28	87159.3	59.3	12.1	12.1	0.0	27.1	27.1	0.0	118.9	2.8	-2.8
K 871WB+84.27	87184.3	25.0	9.3	9.3	0.1	9.9	9.9	0.0	128.8	2.9	-2.9
K 872WB+00.00	87200.0	15.7	8.3	8.3	2.0	5.1	5.1	0.6	133.9	3.5	-3.5
K 872WB+09.25	87209.3	9.3	7.3	7.3	6.1	2.7	2.7	1.4	136.6	4.9	-4.9
K 872WB+50.00	87250.0	40.8	6.0	6.0	7.2	10.1	10.1	10.1	146.7	15.0	-15.0
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	146.7	146.7	15.0			

WB30			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
K 873WB+76.80	87376.8	0.0	61.6	61.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K 874WB+00.00	87400.0	23.2	31.3	31.3	0.0	39.9	39.9	0.0	39.9	0.0	0.0
K 875WB+00.00	87500.0	100.0	4.0	4.0	6.1	65.5	65.5	11.4	105.4	11.4	-11.4
K 876WB+00.00	87600.0	100.0	6.3	6.3	0.6	19.1	19.1	12.4	124.5	23.8	-23.8
K 877WB+00.00	87700.0	100.0	6.5	6.5	1.5	23.7	23.7	3.8	148.2	27.5	-27.5
K 877WB+13.87	87713.9	13.9	6.0	6.0	2.7	3.2	3.2	1.1	151.4	28.6	-28.6
K 877WB+38.85	87738.9	25.0	5.2	5.2	8.6	5.2	5.2	5.2	156.6	33.8	-33.8
K 877WB+63.83	87763.8	25.0	4.6	4.6	19.2	4.5	4.5	12.9	161.2	46.6	-46.6
K 877WB+89.40	87789.4	25.6	4.2	4.2	13.5	4.1	4.1	15.5	165.3	62.1	-62.1
K 878WB+00.00	87800.0	10.6	4.1	4.1	10.9	1.6	1.6	4.8	166.9	66.9	-66.9
K 878WB+14.38	87814.4	14.4	4.1	4.1	7.9	2.2	2.2	5.0	169.1	71.9	-71.9
K 878WB+50.00	87850.0	35.6	4.0	4.0	2.3	5.4	5.4	6.8	174.5	78.7	-78.7
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	174.5	174.5	78.7			

WB31			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	Mass Ordinate
K 873WB+76.80	87376.8	0.0	87.1	87.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K 874WB+00.00	87400.0	23.2	16.7	16.7	0.0	44.6	44.6	0.0	44.6	0.0	0.0
K 875WB+00.00	87500.0	100.0	5.9	5.9	0.6	41.9	41.9	1.2	86.5	1.2	-1.2
K 876WB+00.00	87600.0	100.0	6.5	6.5	0.0	23.0	23.0	1.2	109.5	2.4	-2.4
K 877WB+00.00	87700.0	100.0	7.2	7.2	0.0	25.3	25.3	0.0	134.8	2.4	-2.4
K 877WB+13.87	87713.9	13.9	7.0	7.0	0.0	3.6	3.6	0.0	138.4	2.4	-2.4
K 877WB+38.85	87738.9	25.0	6.9	6.9	0.0	6.4	6.4	0.0	144.9	2.4	-2.4
K 877WB+63.83	87763.8	25.0	6.9	6.9	0.0	6.4	6.4	0.0	151.3	2.4	-2.4
K 877WB+89.40	87789.4	25.6	6.9	6.9	0.0	6.6	6.6	0.0	157.8	2.4	-2.4
K 878WB+00.00	87800.0	10.6	7.4	7.4	0.0	2.8	2.8	0.0	160.6	2.4	-2.4
K 878WB+14.38	87814.4	14.4	9.6	9.6	0.0	4.5	4.5	0.0	165.2	2.4	-2.4
K 878WB+50.00	87850.0	35.6	8.6	8.6	0.0	12.0	12.0	0.0	177.1	2.4	-2.4
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	177.1	177.1	2.4			

WB32			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
K 880WB+55.00	88055.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
K 880WB+75.00	88075.0	20.0	3.9	3.9	0.0	1.5	1.5	0.1	1.5	0.1	-0.1
K 881WB+00.00	88100.0	25.0	3.1	3.1	0.6	3.2	3.2	0.3	4.7	0.4	-0.4
K 882WB+00.00	88200.0	100.0	5.4	5.4	0.2	15.6	15.6	1.4	20.3	1.8	-1.8
K 883WB+00.00	88300.0	100.0	4.9	4.9	0.5	19.0	19.0	1.1	39.3	2.9	-2.9
K 884WB+00.00	88400.0	100.0	6.0	6.0	0.1	20.1	20.1	1.0	59.4	3.9	-3.9
K 884WB+24.00	88424.0	24.0	6.8	6.8	0.0	5.7	5.7	0.0	65.1	4.0	-4.0
K 884WB+49.04	88449.0	25.0	7.7	7.7	0.0	6.7	6.7	0.0	71.8	4.0	-4.0
K 884WB+70.71	88470.7	21.7	7.8	7.8	4.0	6.2	6.2	1.6	78.0	5.5	-5.5
K 884WB+74.09	88474.1	3.4	7.4	7.4	5.3	0.9	0.9	0.6	79.0	6.1	-6.1
K 884WB+95.51	88495.5	21.4	6.1	6.1	4.9	5.3	5.3	4.0	84.3	10.1	-10.1
K 885WB+00.00	88500.0	4.5	6.0	6.0	4.5	1.0	1.0	0.8	85.3	10.9	-10.9
K 885WB+20.07	88520.1	20.1	6.3	6.3	0.5	4.6	4.6	1.9	89.9	12.8	-12.8
K 885WB+50.00	88550.0	29.9	0.8	0.8	0.2	3.9	3.9	0.4	93.8	13.2	-13.2
					Column Totals	93.8	93.8	13.2			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB33			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
K 880WB+55.00	88055.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K 880WB+75.00	88075.0	20.0	4.9	4.9	0.0	1.8	1.8	0.0	1.8	0.0	0.0
K 881WB+00.00	88100.0	25.0	2.8	2.8	0.0	3.6	3.6	0.0	5.4	0.0	0.0
K 882WB+00.00	88200.0	100.0	5.6	5.6	1.3	15.4	15.4	2.4	20.8	2.4	-2.4
K 883WB+00.00	88300.0	100.0	5.1	5.1	8.9	19.7	19.7	18.9	40.5	21.3	-21.3
K 884WB+00.00	88400.0	100.0	6.5	6.5	2.0	21.5	21.5	20.0	62.0	41.3	-41.3
K 884WB+24.00	88424.0	24.0	7.1	7.1	6.5	6.0	6.0	3.7	68.0	45.0	-45.0
K 884WB+49.04	88449.0	25.0	8.1	8.1	11.6	7.1	7.1	8.4	75.1	53.4	-53.4
K 884WB+70.71	88470.7	21.7	9.5	9.5	8.5	7.1	7.1	8.1	82.1	61.5	-61.5
K 884WB+74.09	88474.1	3.4	9.7	9.7	8.5	1.2	1.2	1.1	83.3	62.5	-62.5
K 884WB+95.51	88495.5	21.4	11.3	11.3	8.4	8.3	8.3	6.7	91.7	69.3	-69.3
K 885WB+00.00	88500.0	4.5	11.1	11.1	9.0	1.9	1.9	1.4	93.5	70.7	-70.7
K 885WB+20.07	88520.1	20.1	8.1	8.1	12.6	7.1	7.1	8.0	100.7	78.7	-78.7
K 885WB+50.00	88550.0	29.9	7.6	7.6	3.2	8.7	8.7	8.7	109.4	87.4	-87.4
					Column Totals	109.4	109.4	87.4			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

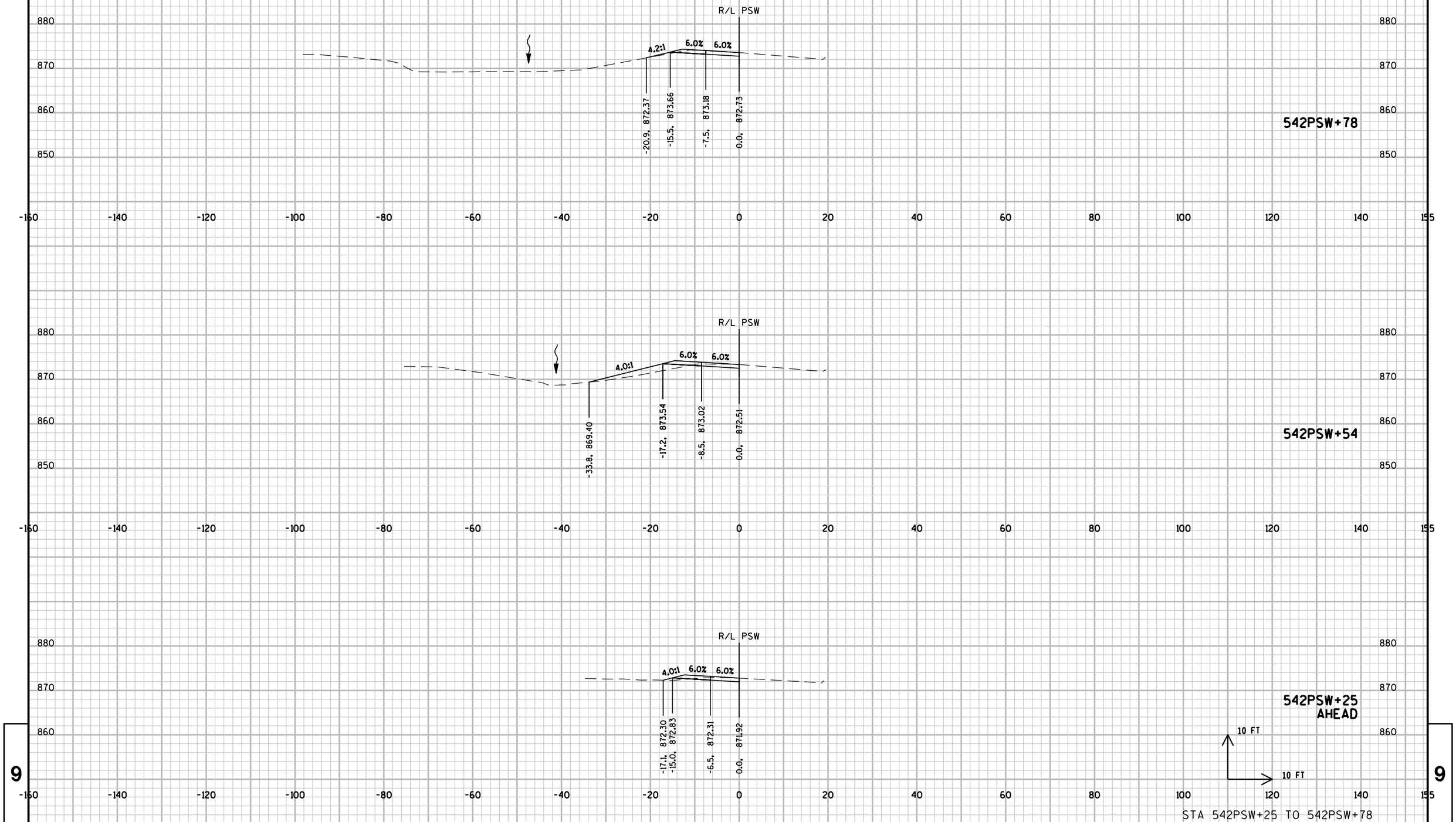
WB34			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
122HWN+64.75	12264.8	0.0	5.4	5.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0
123HWN+00.00	12300.0	35.3	7.5	7.5	0.0	8.4	8.4	0.1	8.4	0.1	-0.1
124HWN+00.00	12400.0	100.0	8.3	8.3	0.0	29.2	29.2	0.0	37.6	0.1	-0.1
124HWN+22.67	12422.7	22.7	7.9	7.9	0.1	6.8	6.8	0.0	44.4	0.1	-0.1
124HWN+47.65	12447.7	25.0	7.6	7.6	1.3	7.2	7.2	0.7	51.6	0.8	-0.8
124HWN+72.63	12472.6	25.0	7.2	7.2	6.9	6.9	6.9	3.8	58.5	4.6	-4.6
125HWN+00.00	12500.0	27.4	7.4	7.4	1.6	7.4	7.4	4.3	65.9	9.0	-9.0
125HWN+25.00	12525.0	25.0	7.7	7.7	0.2	7.0	7.0	0.8	72.9	9.8	-9.8
					Column Totals	72.9	72.9	9.8			

* Volumes provided for information only. Fill material to be paid as Topsoil (SY)

WB35			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
K 890WB+53.25	89053.3	0.0	7.6	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K 891WB+00.00	89100.0	46.8	6.9	6.9	0.2	12.5	12.5	0.1	12.5	0.1	-0.1
K 892WB+00.00	89200.0	100.0	6.9	6.9	0.0	25.6	25.6	0.3	38.1	0.5	-0.5
K 892WB+56.35	89256.4	56.4	6.1	6.1	0.0	13.6	13.6	0.0	51.7	0.5	-0.5
K 892WB+79.40	89279.4	23.0	6.0	6.0	0.6	5.2	5.2	0.2	56.8	0.7	-0.7
K 893WB+00.00	89300.0	20.6	5.7	5.7	4.0	4.4	4.4	1.8	61.3	2.5	-2.5
K 893WB+06.31	89306.3	6.3	5.8	5.8	4.2	1.3	1.3	1.0	62.6	3.4	-3.4
K 893WB+50.00	89350.0	43.7	6.0	6.0	1.3	9.6	9.6	4.5	72.2	7.9	-7.9
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	72.2	72.2	7.9			

WB36			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
102HNW+80.15	10280.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
103HNW+00.00	10300.0	19.9	28.5	28.5	0.0	10.5	10.5	0.0	10.5	0.0	0.0
104HNW+00.00	10400.0	100.0	8.2	8.2	0.0	67.9	67.9	0.0	78.4	0.0	0.0
104HNW+16.92	10416.9	16.9	7.1	7.1	0.0	4.8	4.8	0.0	83.2	0.0	0.0
104HNW+41.49	10441.5	24.6	7.8	7.8	0.0	6.8	6.8	0.0	90.0	0.0	0.0
104HNW+63.18	10463.2	21.7	7.8	7.8	10.3	6.3	6.3	4.1	96.3	4.1	-4.1
104HNW+66.01	10466.0	2.8	7.8	7.8	10.9	0.8	0.8	1.1	97.1	5.3	-5.3
104HNW+88.87	10488.9	22.9	7.4	7.4	14.0	6.4	6.4	10.6	103.5	15.8	-15.8
105HNW+00.00	10500.0	11.1	7.0	7.0	15.3	3.0	3.0	6.0	106.5	21.9	-21.9
105HNW+14.60	10514.6	14.6	5.1	5.1	15.7	3.3	3.3	8.4	109.8	30.2	-30.2
105HNW+50.00	10550.0	35.4	6.8	6.8	4.0	7.7	7.7	12.9	117.5	43.2	-43.2
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	117.5	117.5	43.2			

WB37			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill Required*	Cut 1.00	Fill 1.00	
102HNW+80.15	10280.2	0.0	5.0	5.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0
103HNW+00.00	10300.0	19.9	4.4	4.4	3.0	3.5	3.5	1.4	3.5	1.4	-1.4
104HNW+00.00	10400.0	100.0	8.3	8.3	0.0	23.5	23.5	5.6	27.0	7.0	-7.0
104HNW+16.92	10416.9	16.9	6.2	6.2	1.7	4.5	4.5	0.5	31.5	7.6	-7.6
104HNW+41.49	10441.5	24.6	6.5	6.5	8.1	5.7	5.7	4.5	37.2	12.1	-12.1
104HNW+63.18	10463.2	21.7	6.6	6.6	14.5	5.2	5.2	9.1	42.5	21.1	-21.1
104HNW+66.01	10466.0	2.8	6.6	6.6	15.5	0.7	0.7	1.6	43.2	22.7	-22.7
104HNW+88.87	10488.9	22.9	6.4	6.4	11.8	5.5	5.5	11.6	48.7	34.3	-34.3
105HNW+00.00	10500.0	11.1	6.4	6.4	9.2	2.6	2.6	4.3	51.3	38.6	-38.6
105HNW+14.60	10514.6	14.6	6.1	6.1	6.7	3.4	3.4	4.3	54.7	42.9	-42.9
105HNW+50.00	10550.0	35.4	4.4	4.4	5.3	6.9	6.9	7.9	61.5	50.8	-50.8
* Volumes provided for information only. Fill material to be paid as Topsoil (SY)					Column Totals	61.5	61.5	50.8			



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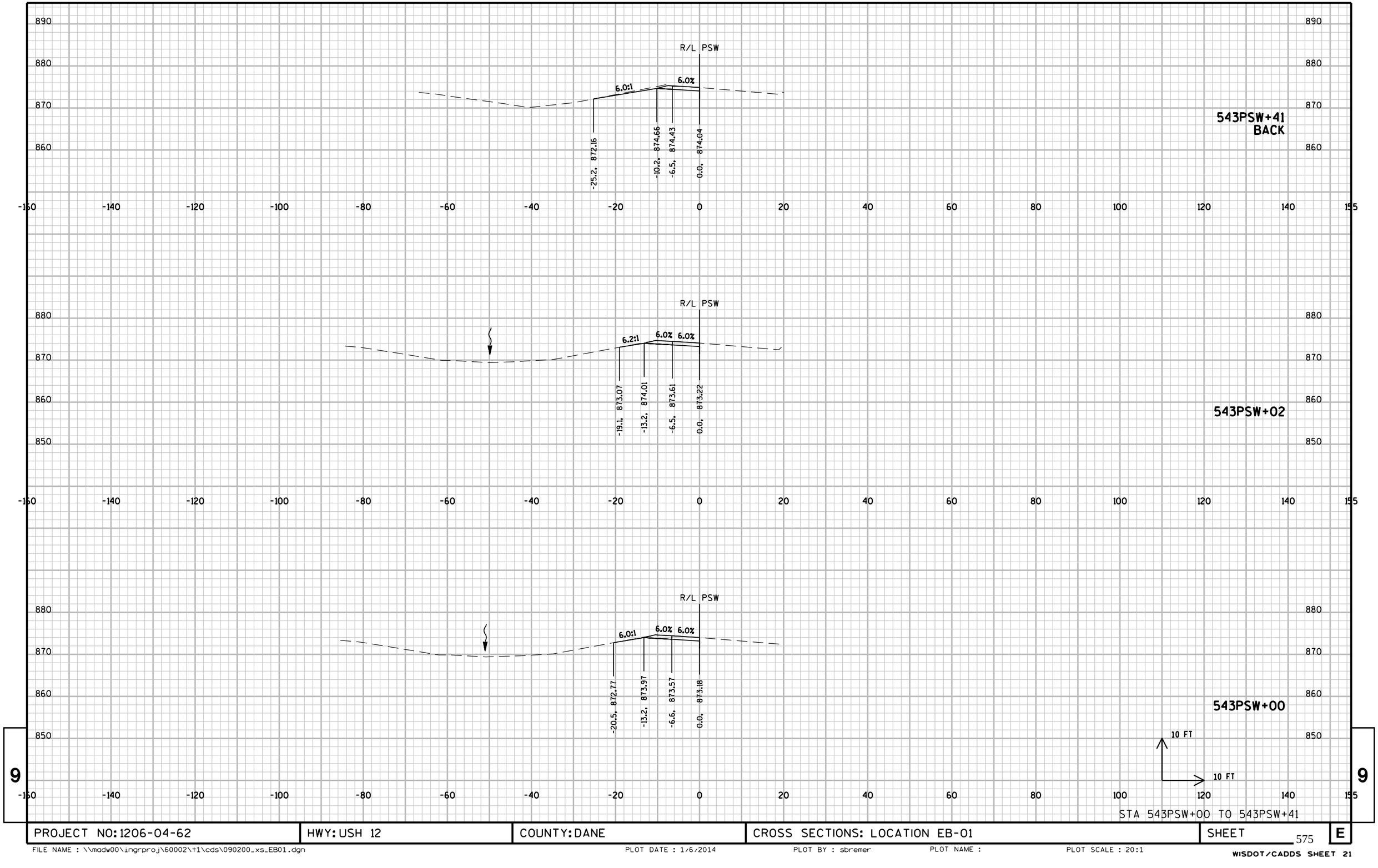
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STA 542PSW+25 TO 542PSW+78

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WISDOT/CADDS SHEET 21



9

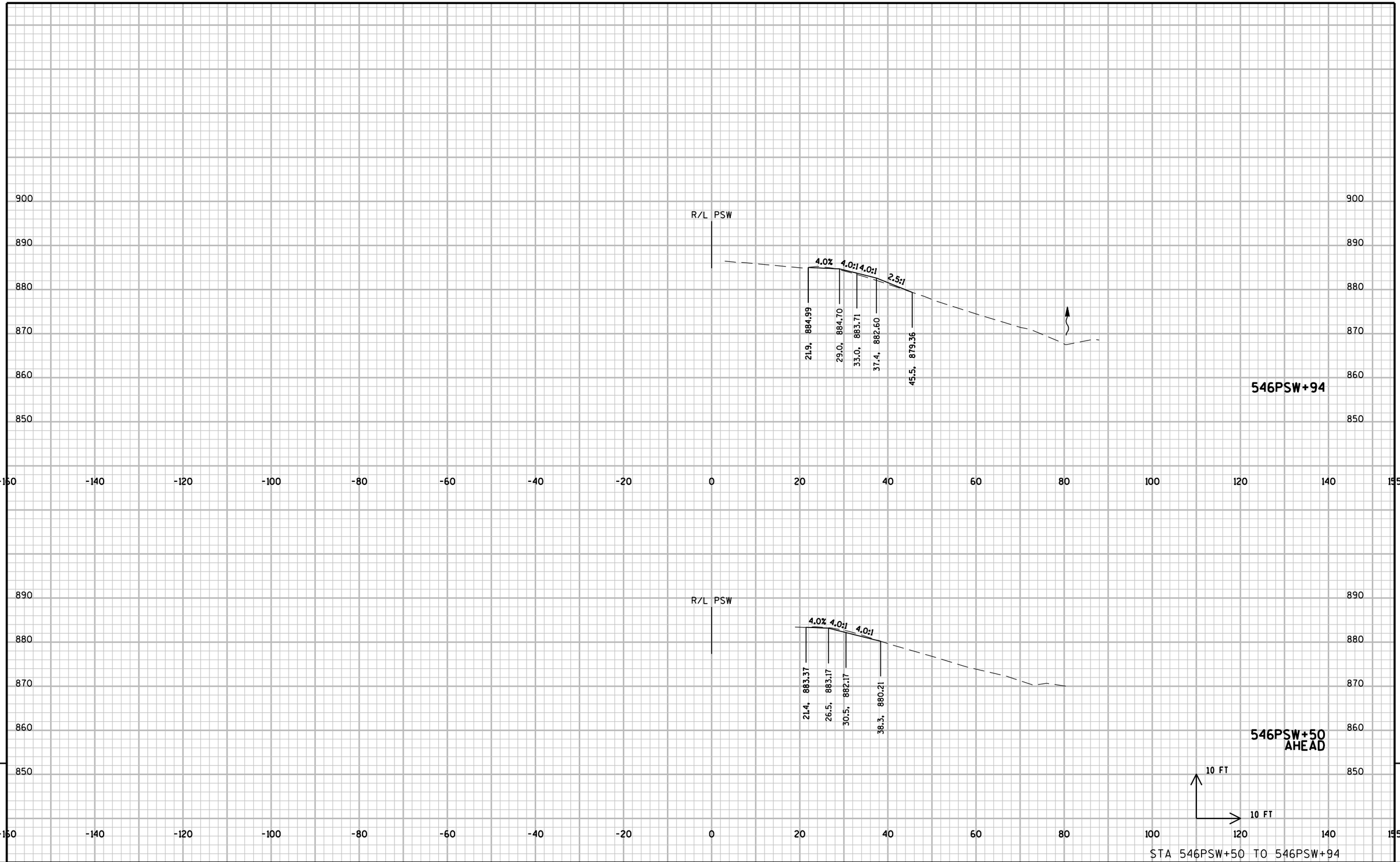
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STA 543PSW+00 TO 543PSW+41

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-01	SHEET 575	E

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WISDOT/CADDS SHEET 21



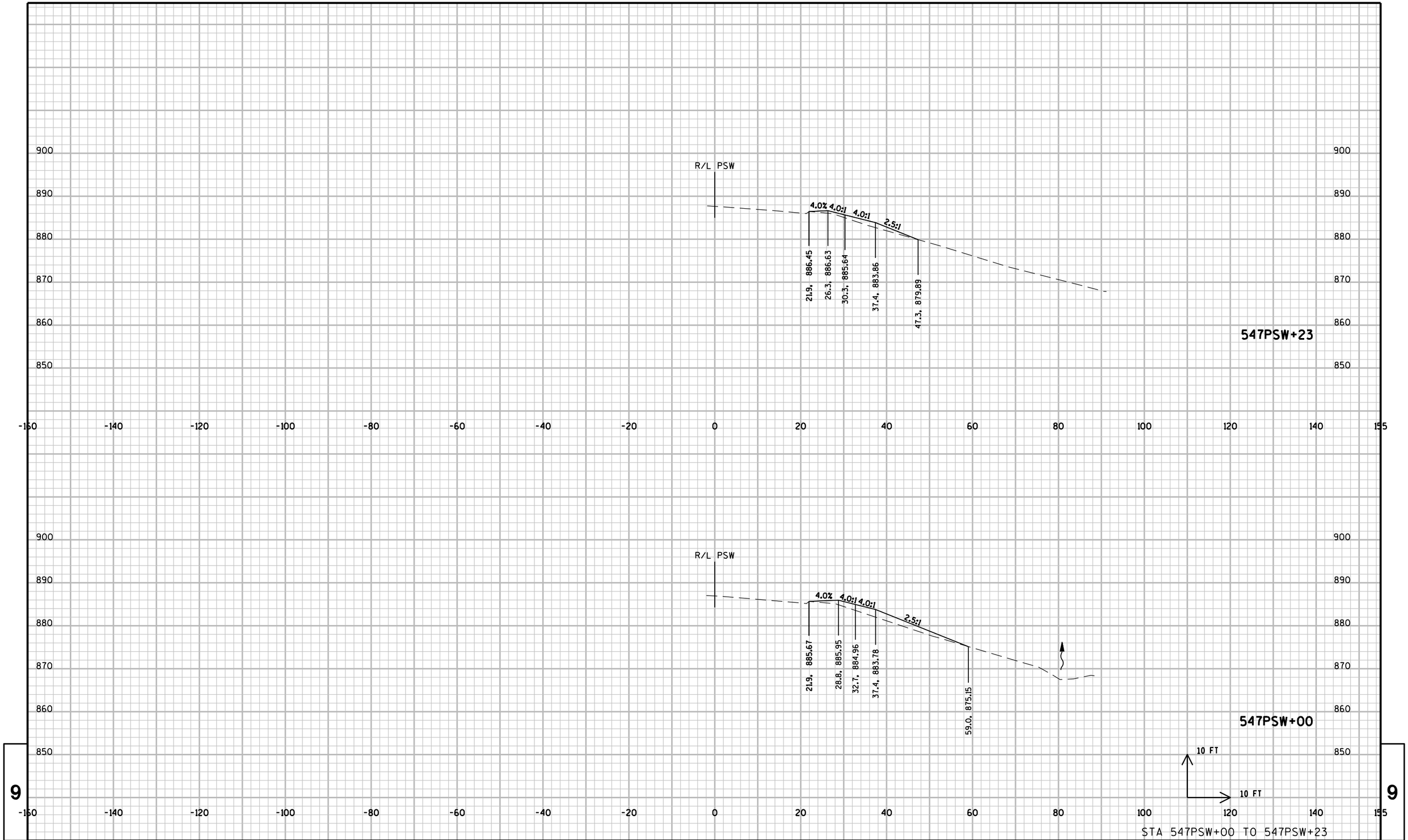
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-02	SHEET	E

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WISDOT/CADDS SHEET 21

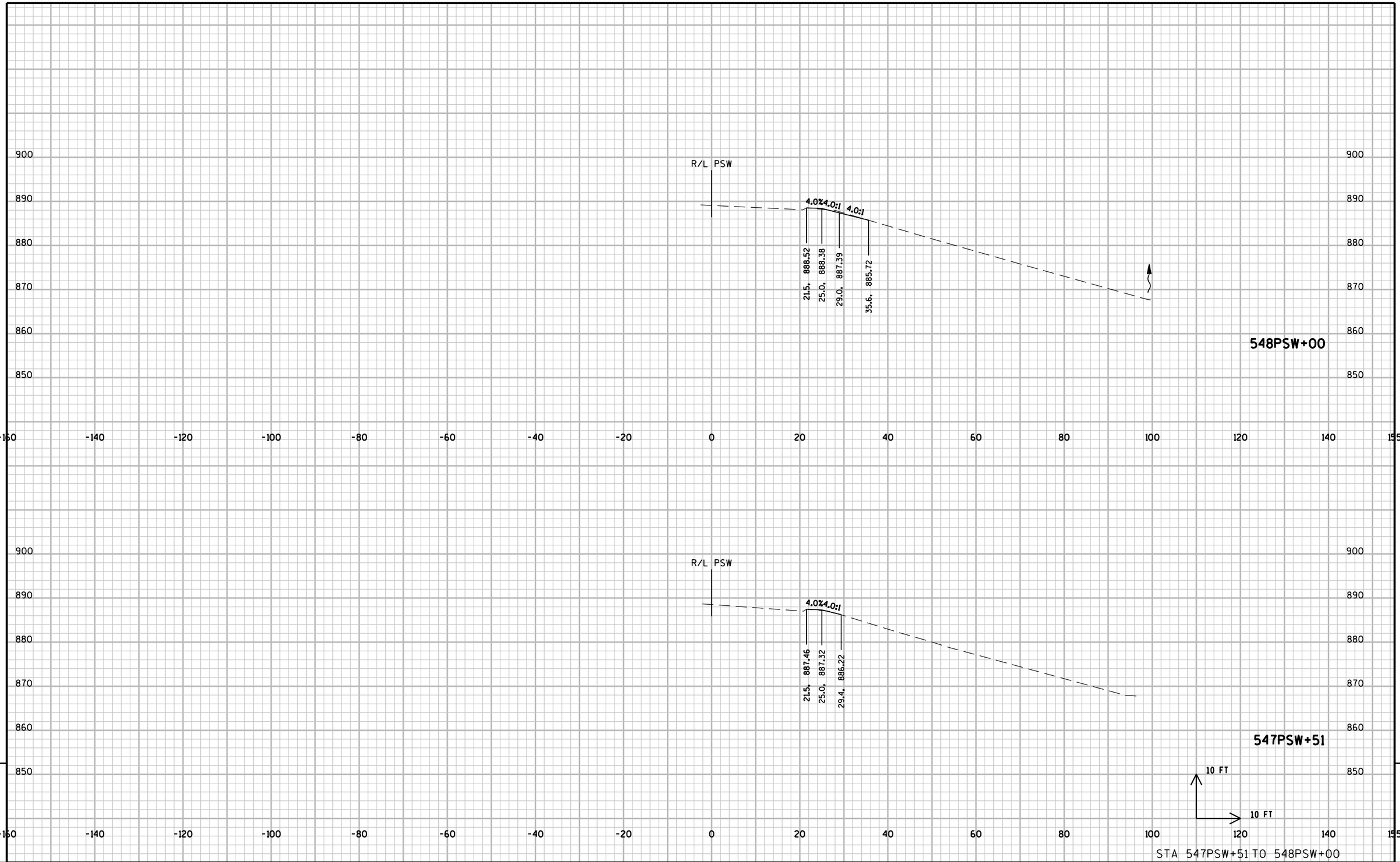


STA 547PSW+00 TO 547PSW+23

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-02	SHEET 577	E

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WISDOT/CADDS SHEET 21



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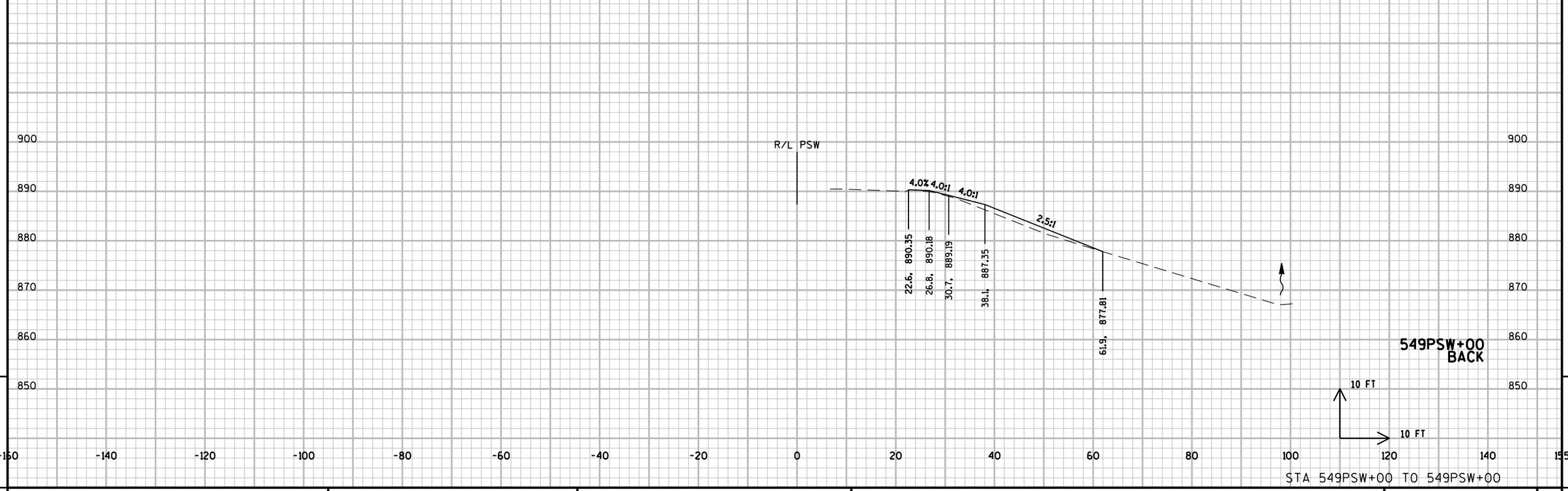
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STA 547PSW+51 TO 548PSW+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-02	SHEET 578	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB02.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



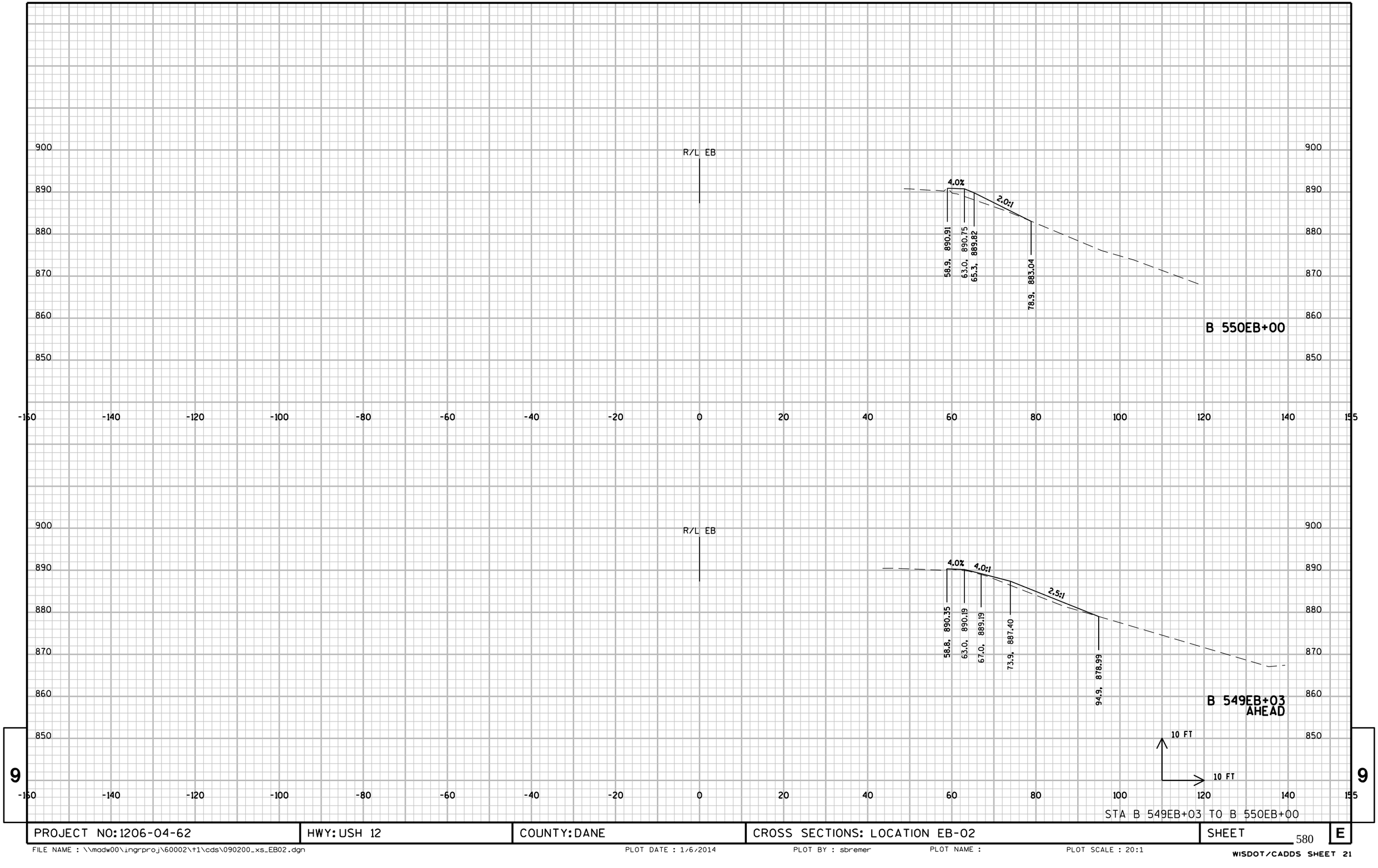
STA 549PSW+00 TO 549PSW+00

9 9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-02	SHEET 579	E

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WISDOT/CADDS SHEET 21

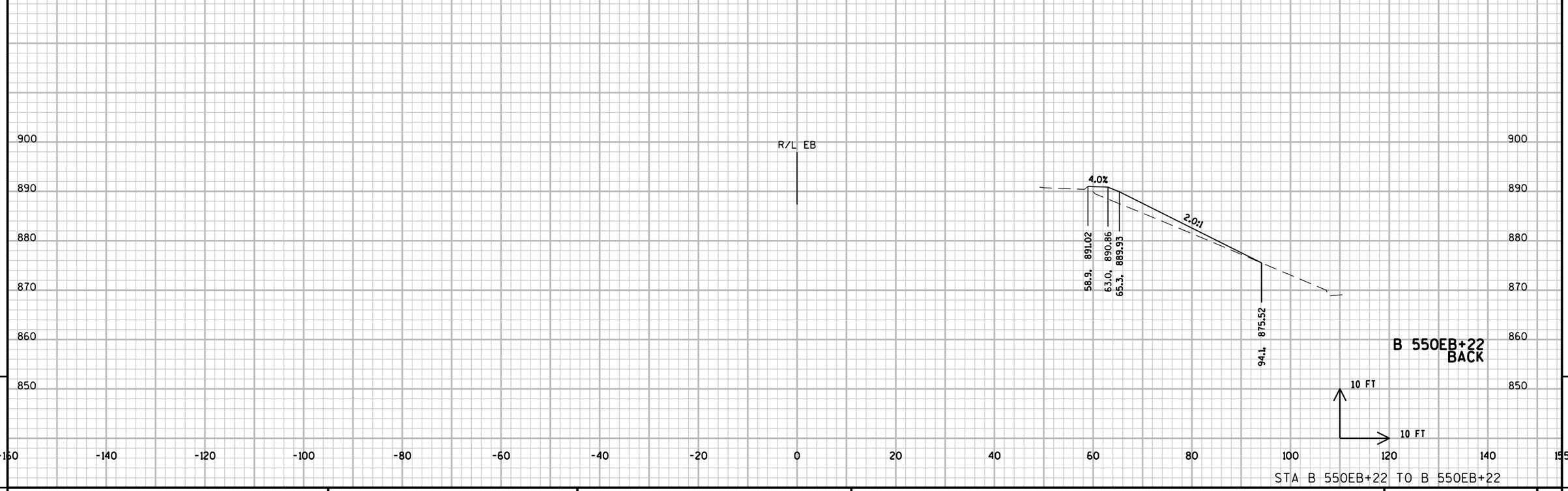


STA B 549EB+03 TO B 550EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-02	SHEET 580	E

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WISDOT/CADDS SHEET 21

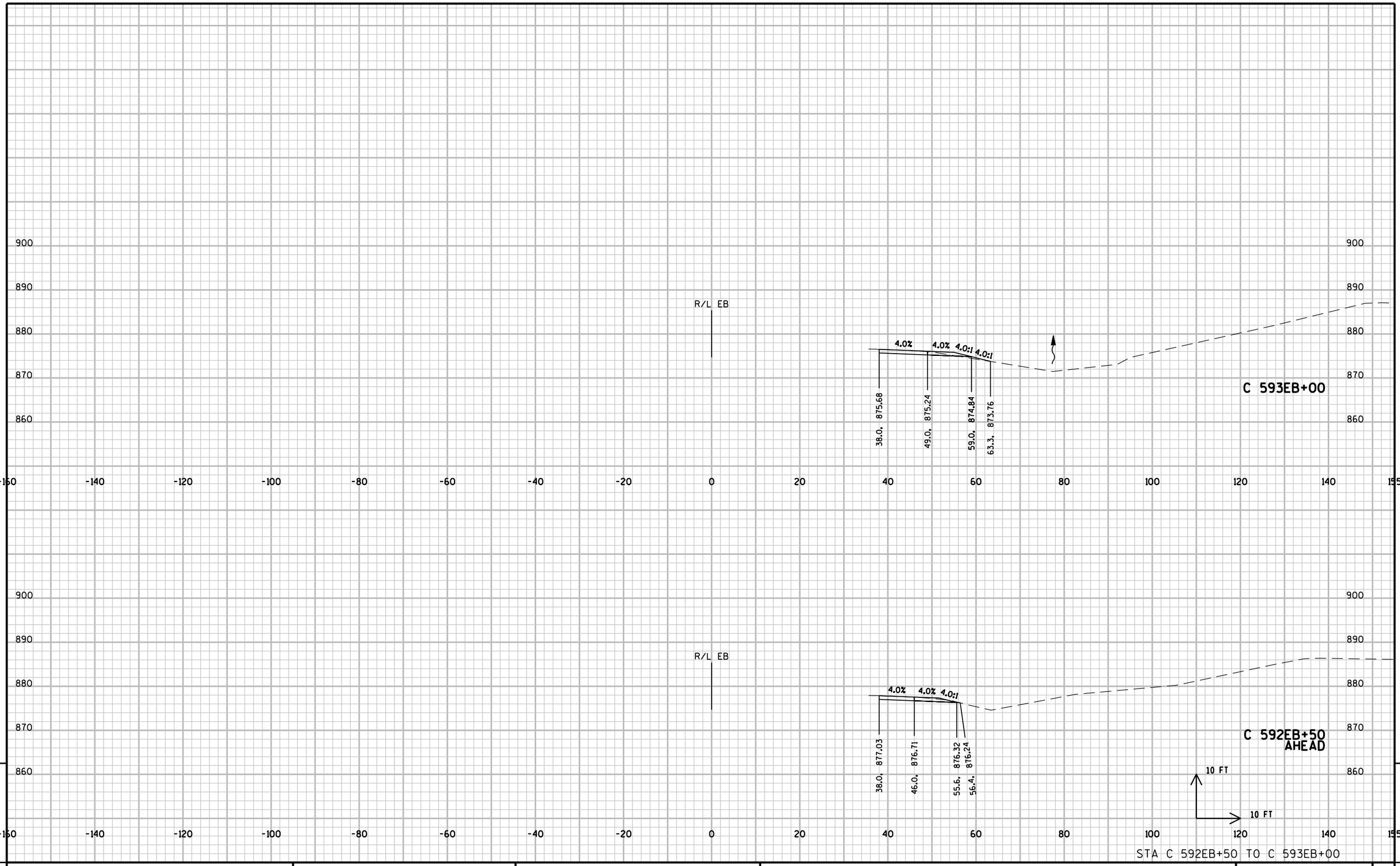


STA B 550EB+22 TO B 550EB+22

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-02	SHEET 581	E

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WISDOT/CADDS SHEET 21



STA C 592EB+50 TO C 593EB+00

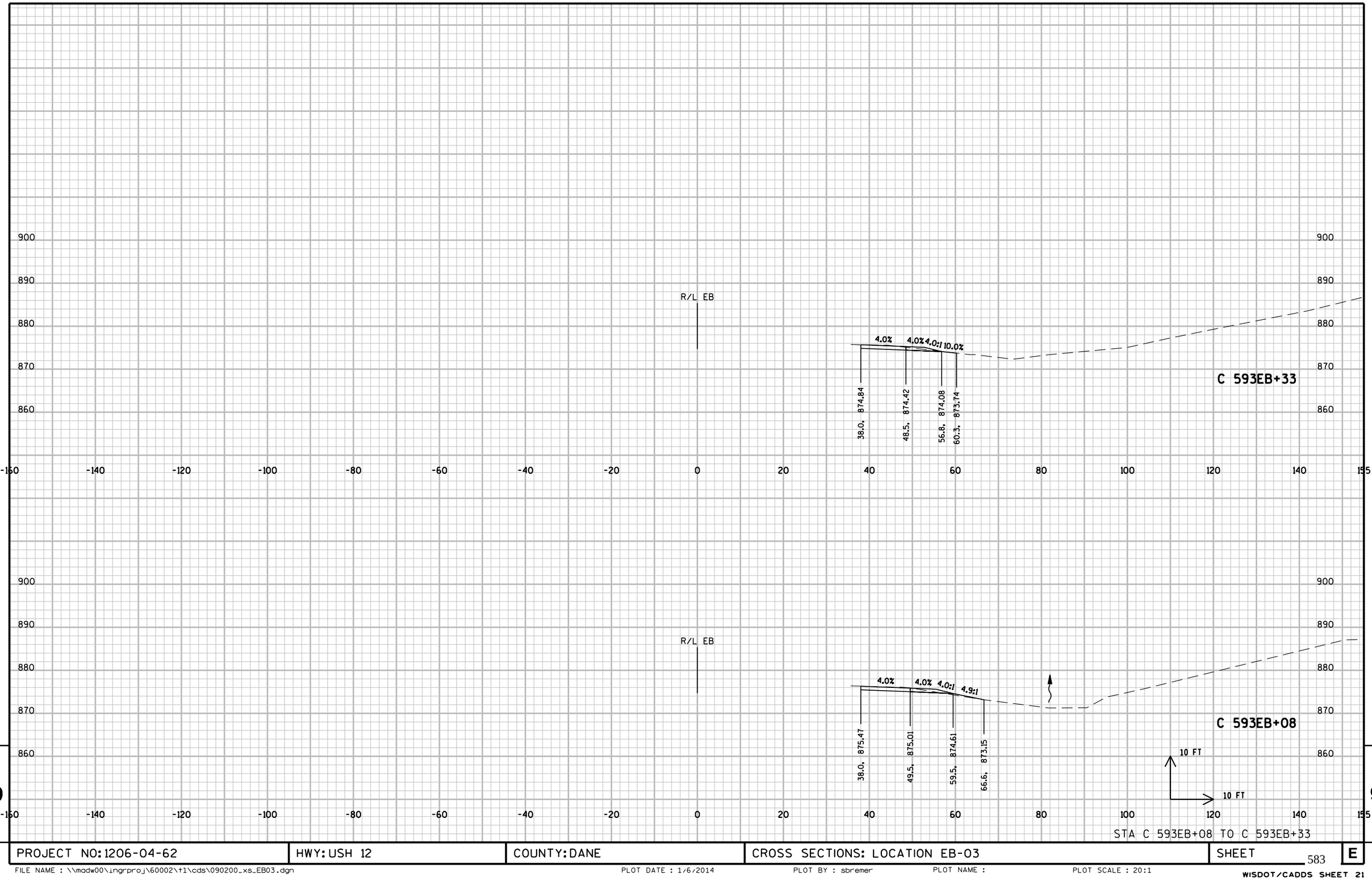
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-03	SHEET	E

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WISDOT/CADDS SHEET 21

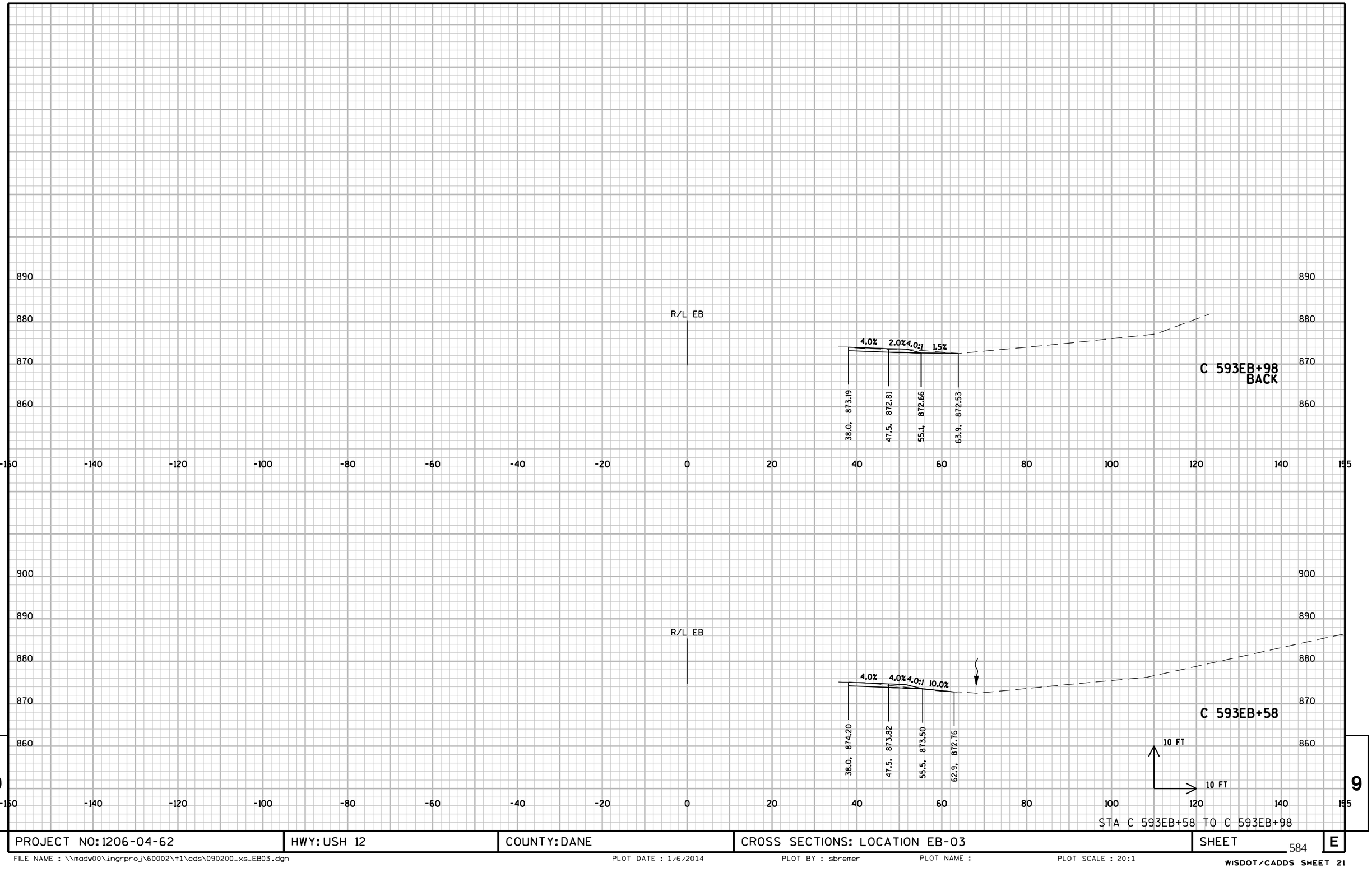


STA C 593EB+08 TO C 593EB+33

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-03	SHEET 583	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB03.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

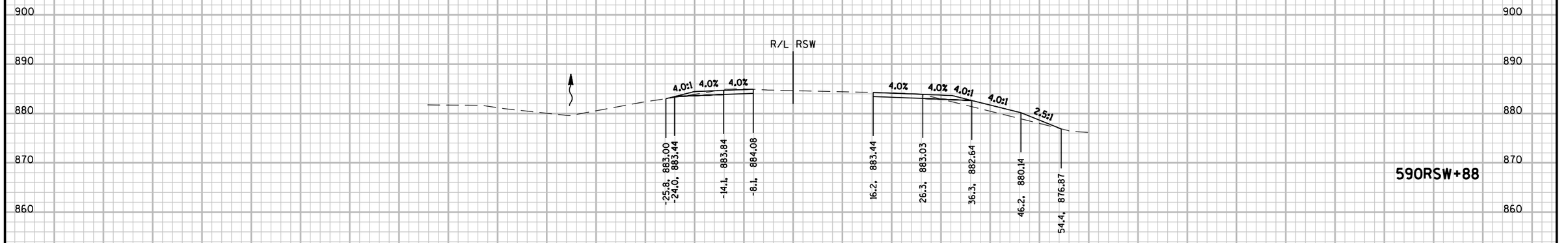


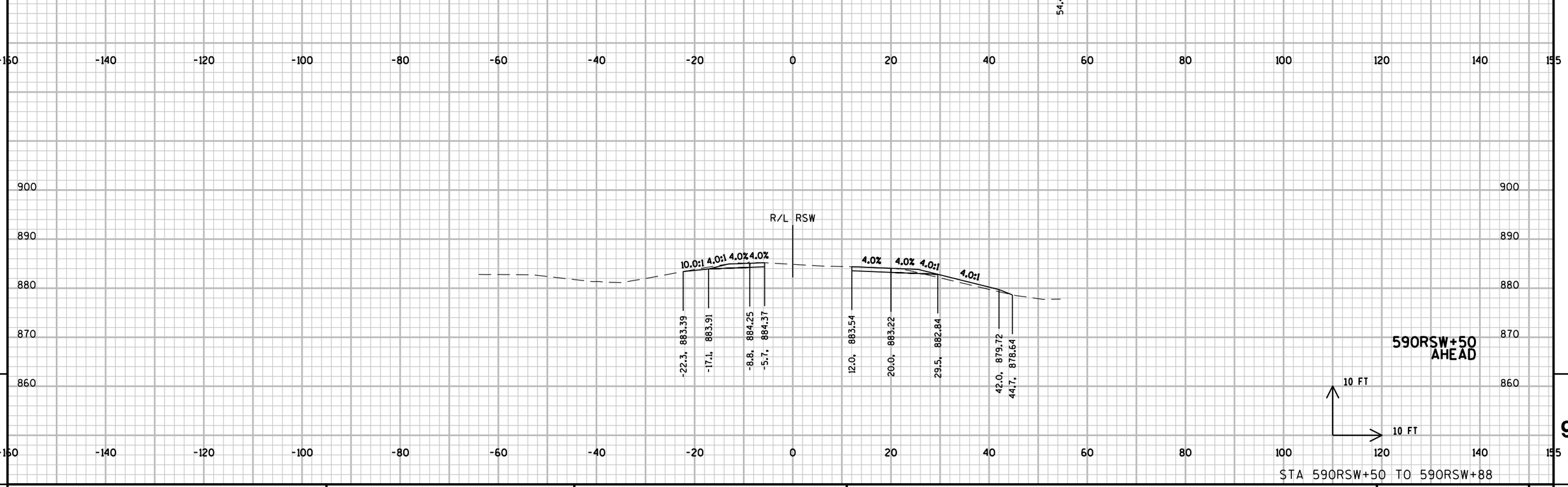
STA C 593EB+58 TO C 593EB+98

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-03	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB03.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21





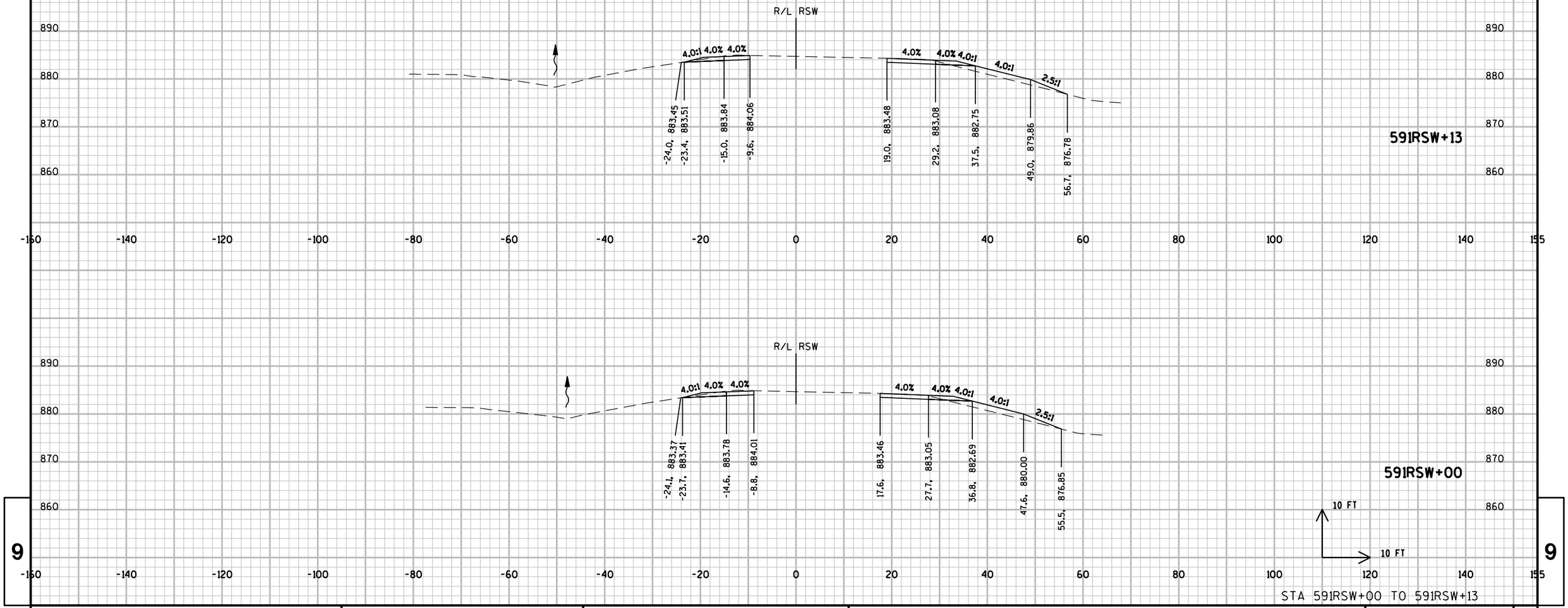
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB04-05	SHEET 585	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB04-05.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

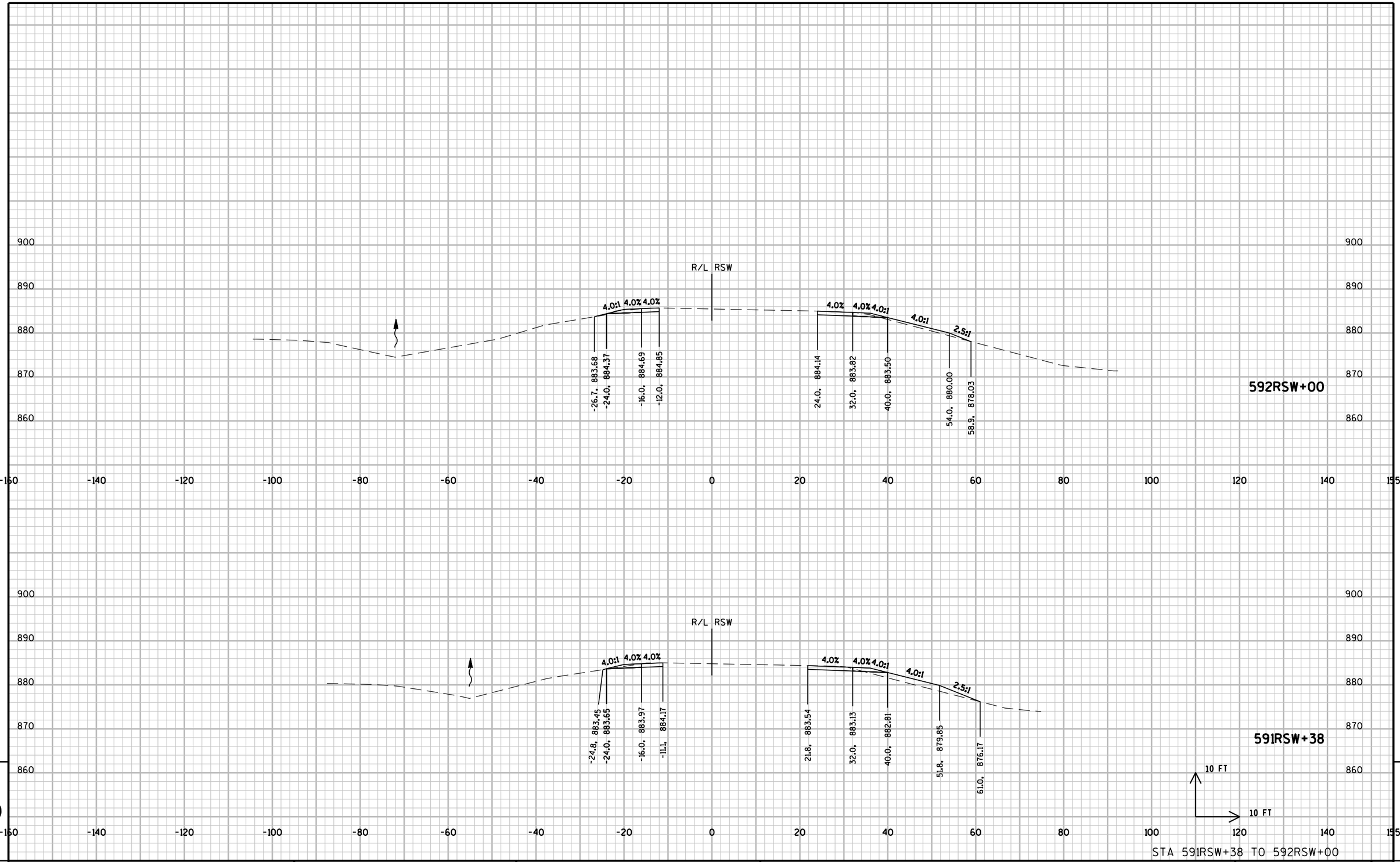
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STA 591RSW+00 TO 591RSW+13

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB04-05	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB04-05.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

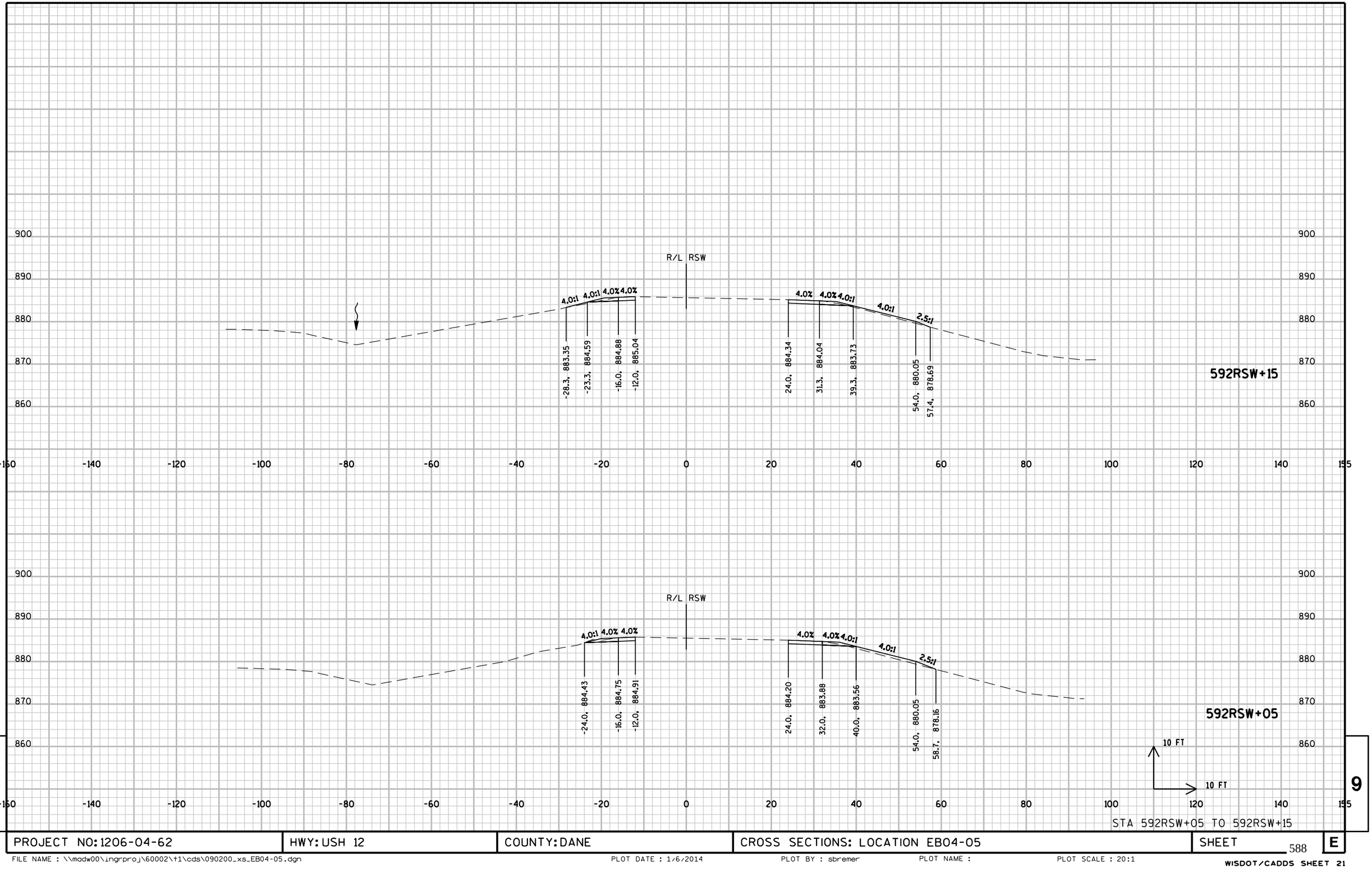


STA 591RSW+38 TO 592RSW+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB04-05	SHEET 587	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB04-05.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 592RSW+05 TO 592RSW+15

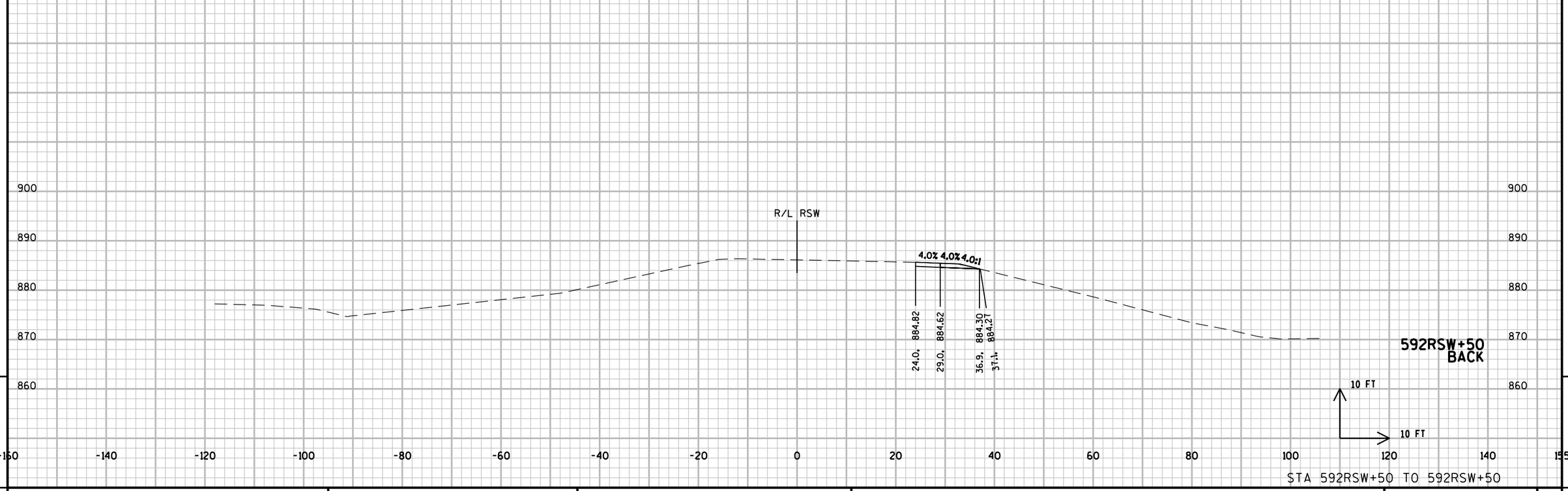
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB04-05	SHEET 588	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB04-05.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB04-05	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB04-05.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

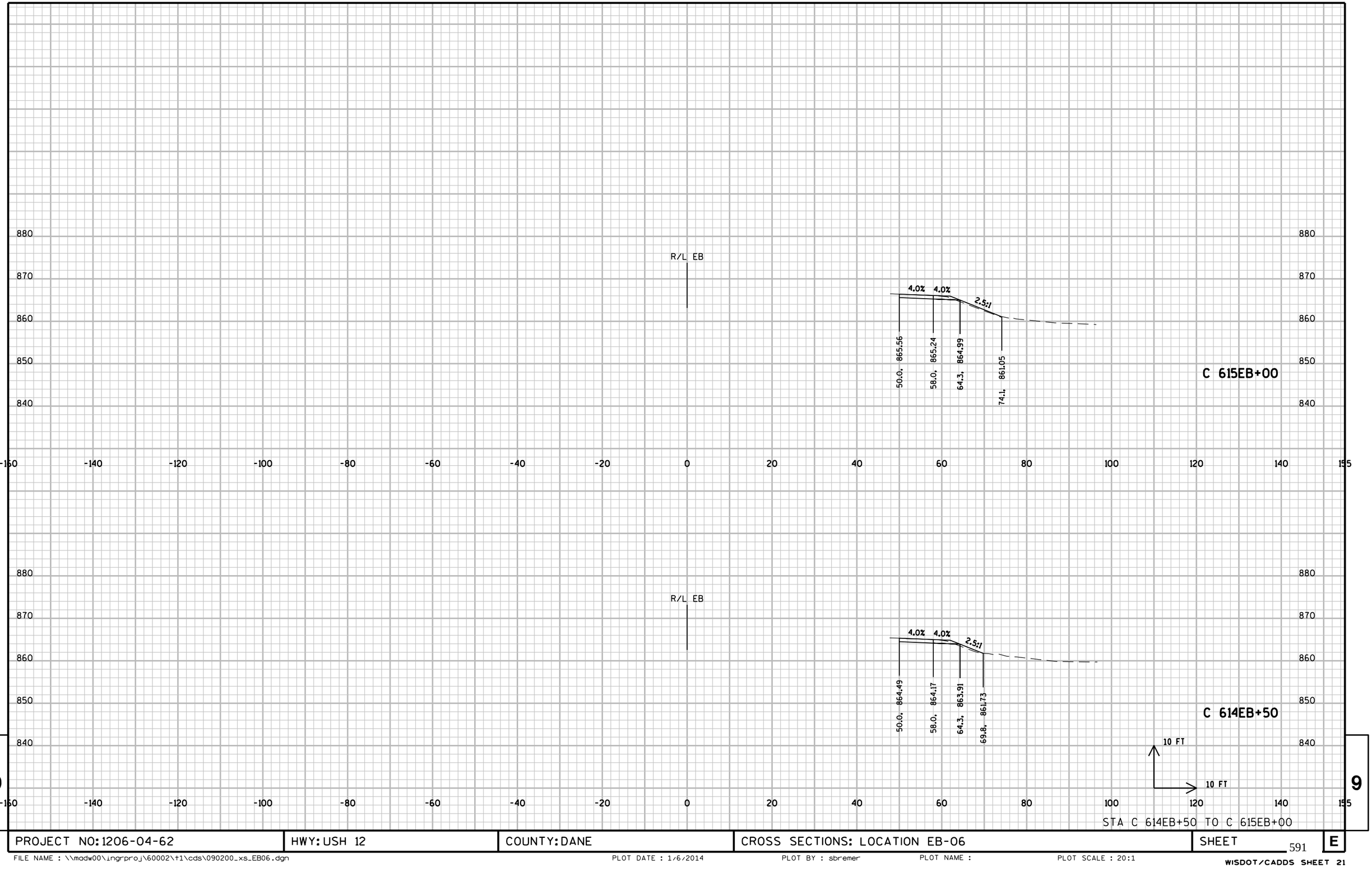
WISDOT/CADDS SHEET 21

STA C 613EB+21 TO C 614EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-06	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB06.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

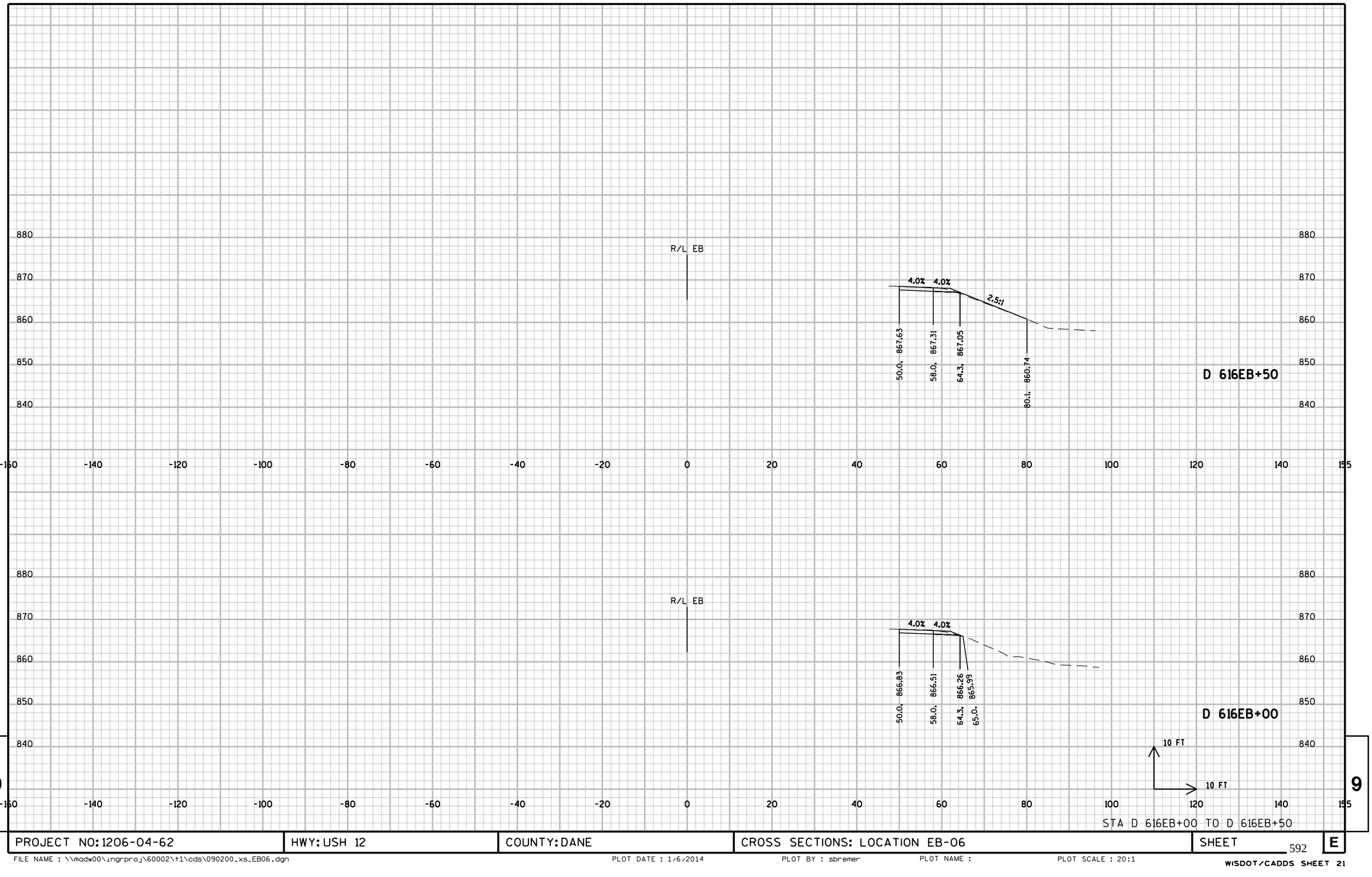


STA C 614EB+50 TO C 615EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-06	SHEET 591	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB06.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA D 616EB+00 TO D 616EB+50

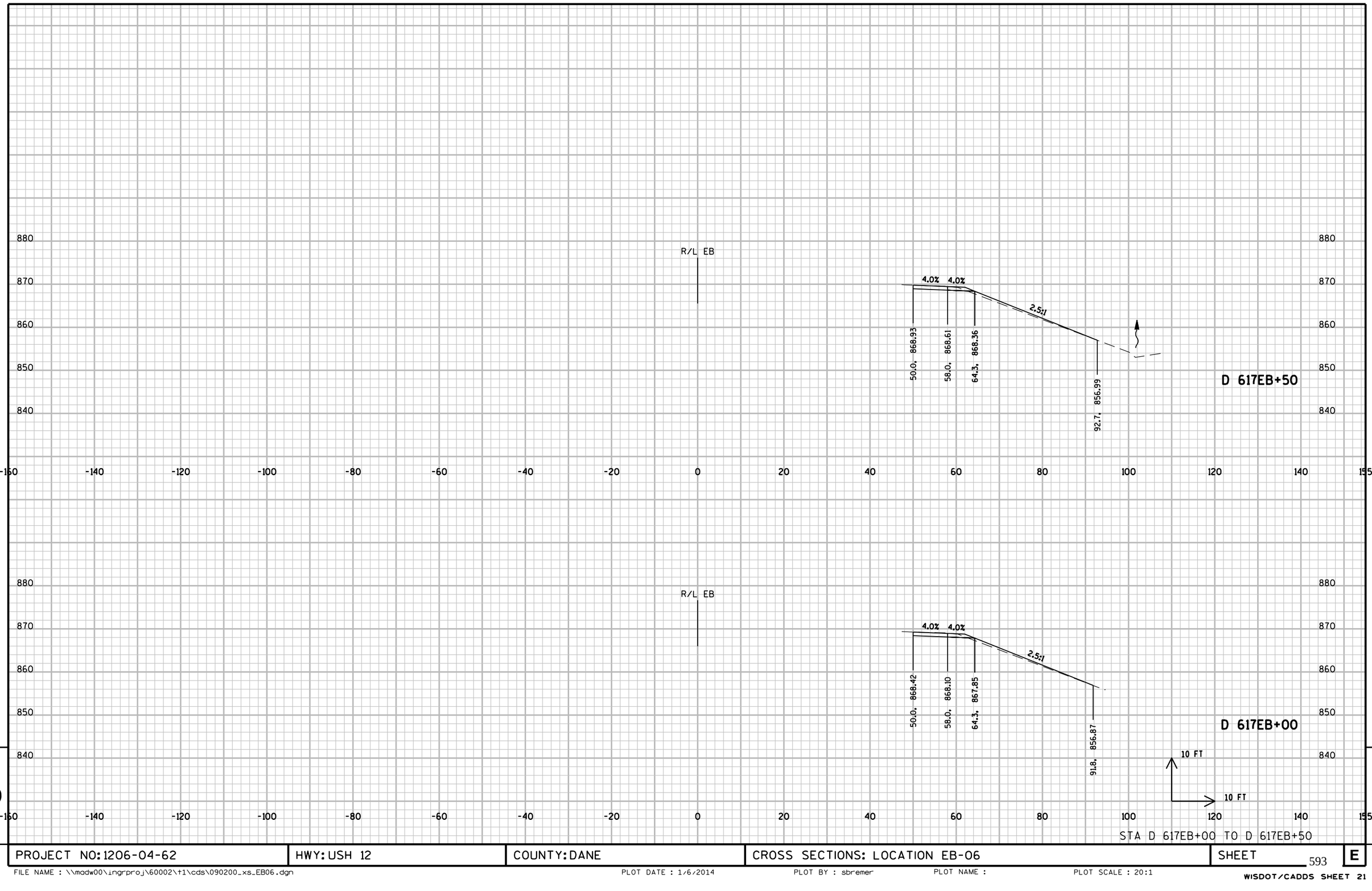
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-06	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB06.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

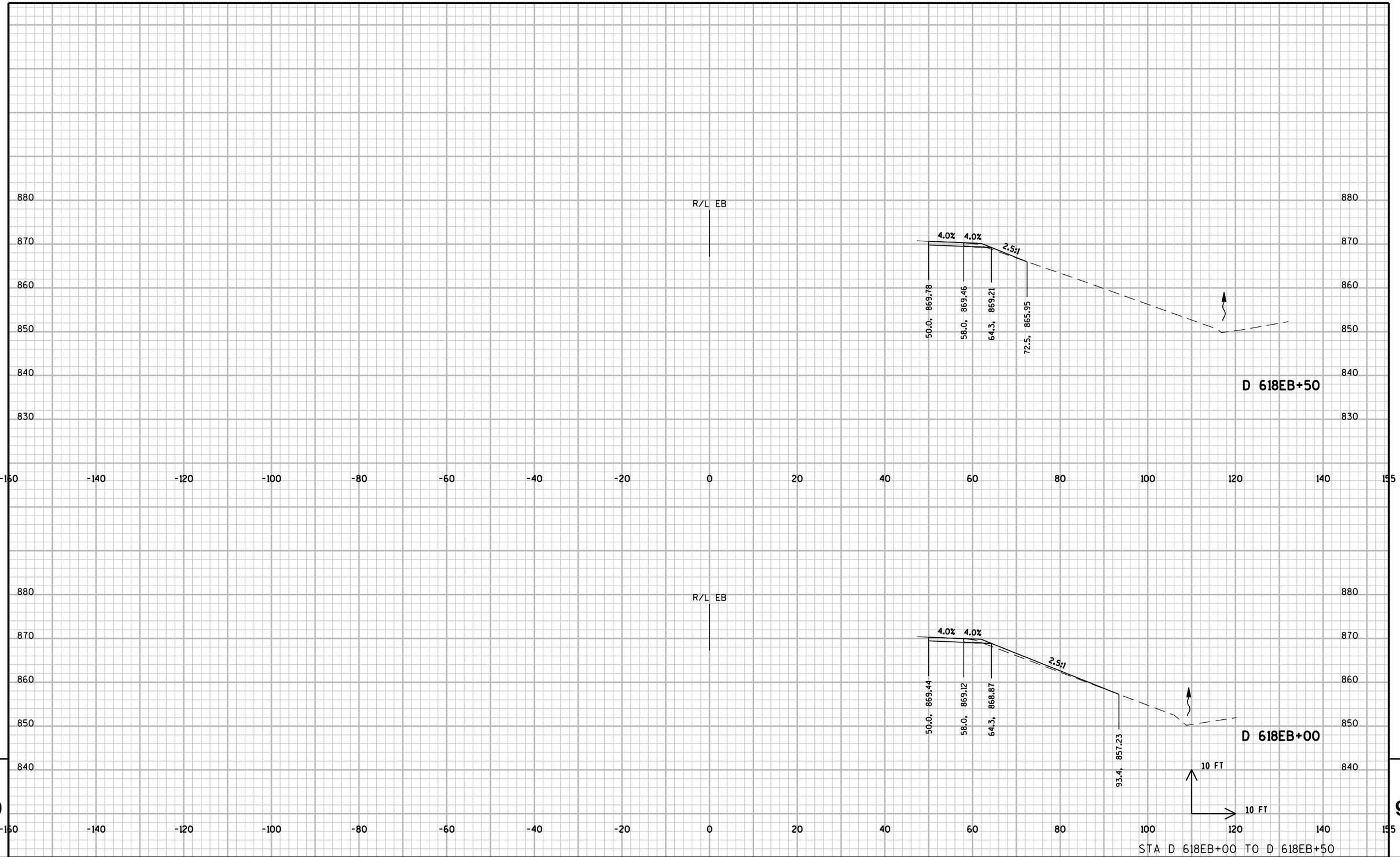


STA D 617EB+00 TO D 617EB+50

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-06	SHEET 593	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB06.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA D 618EB+00 TO D 618EB+50

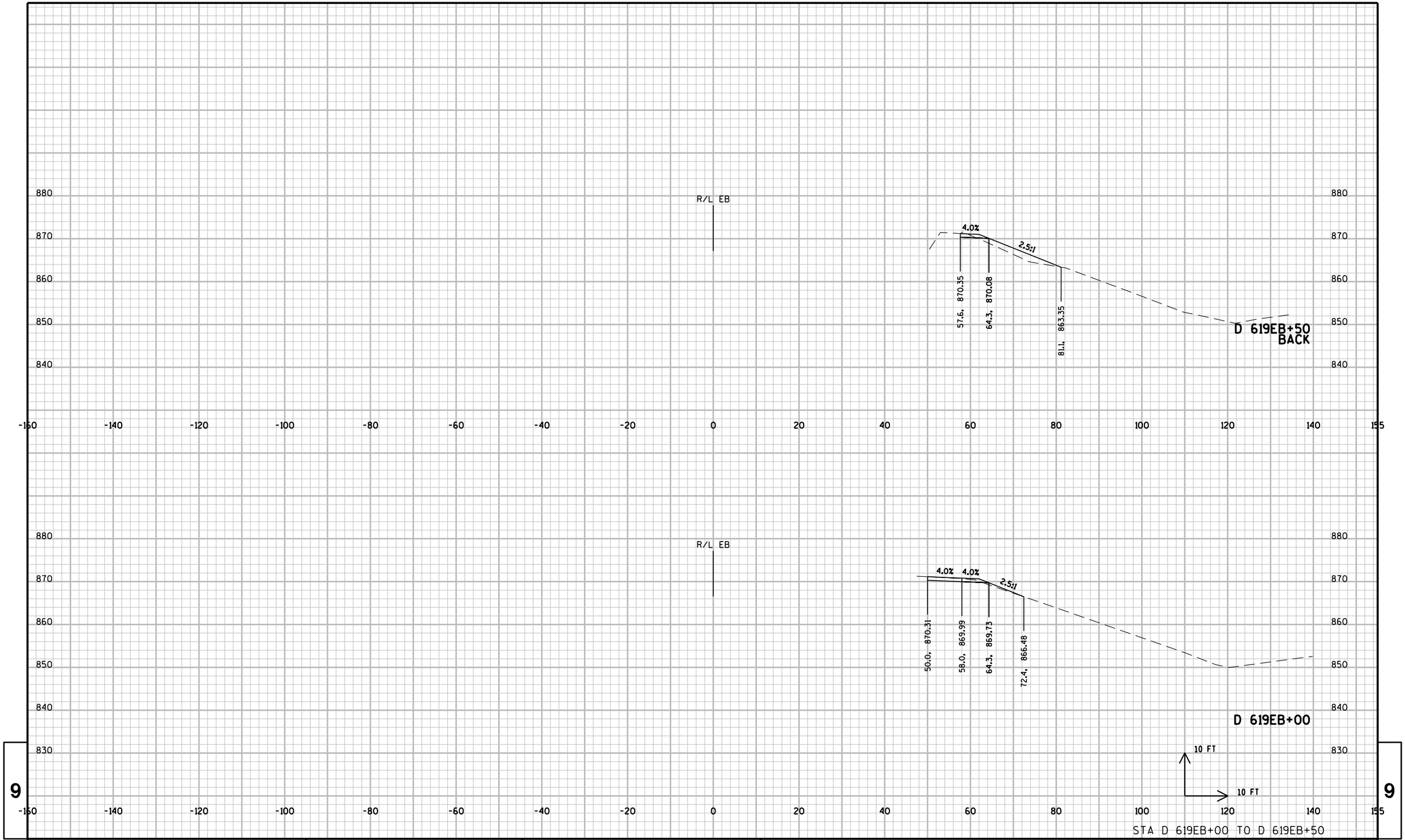
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-06	SHEET 594	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB06.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

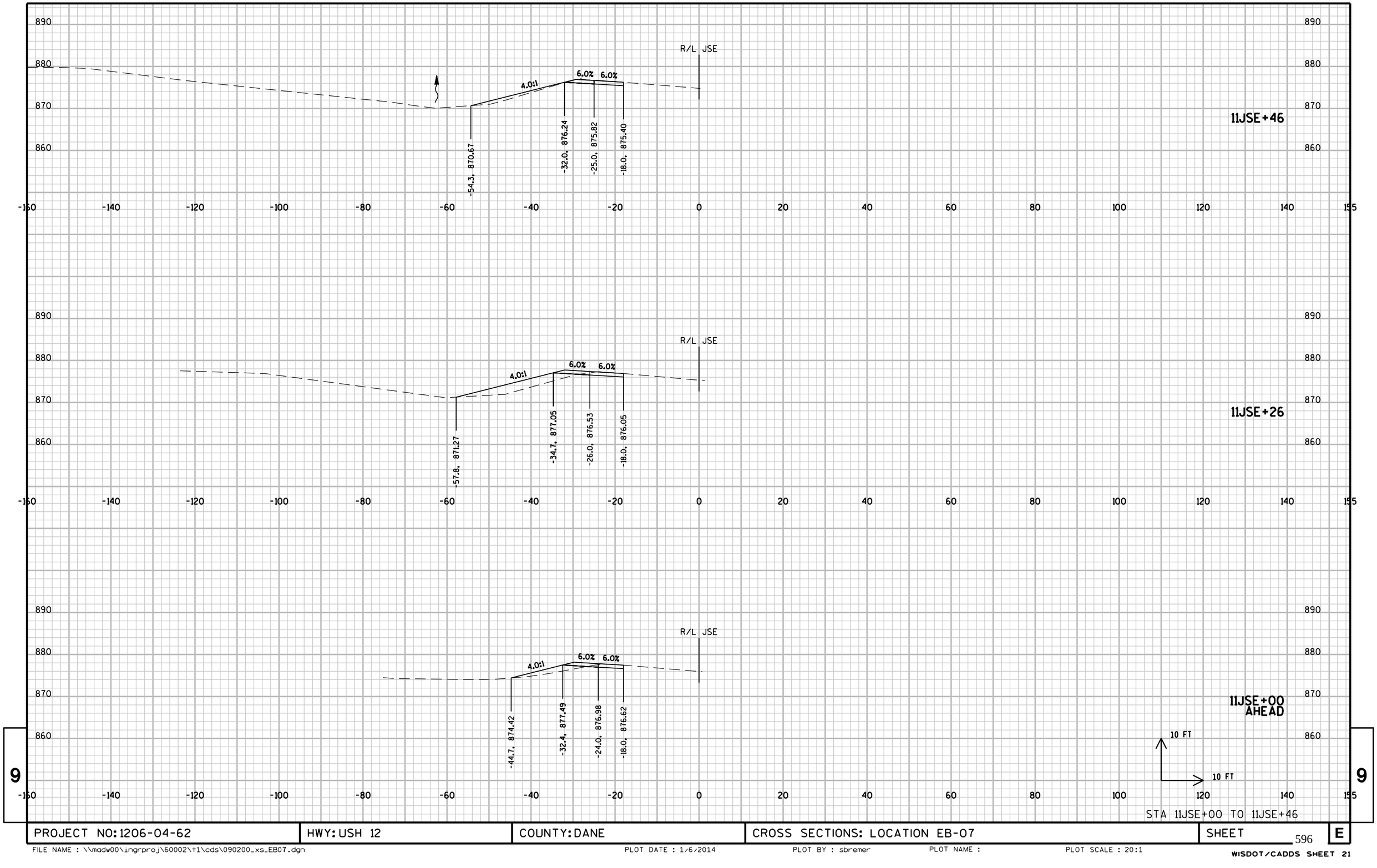


STA D 619EB+00 TO D 619EB+50

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-06	SHEET 595	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB06.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 11JSE+00 TO 11JSE+46

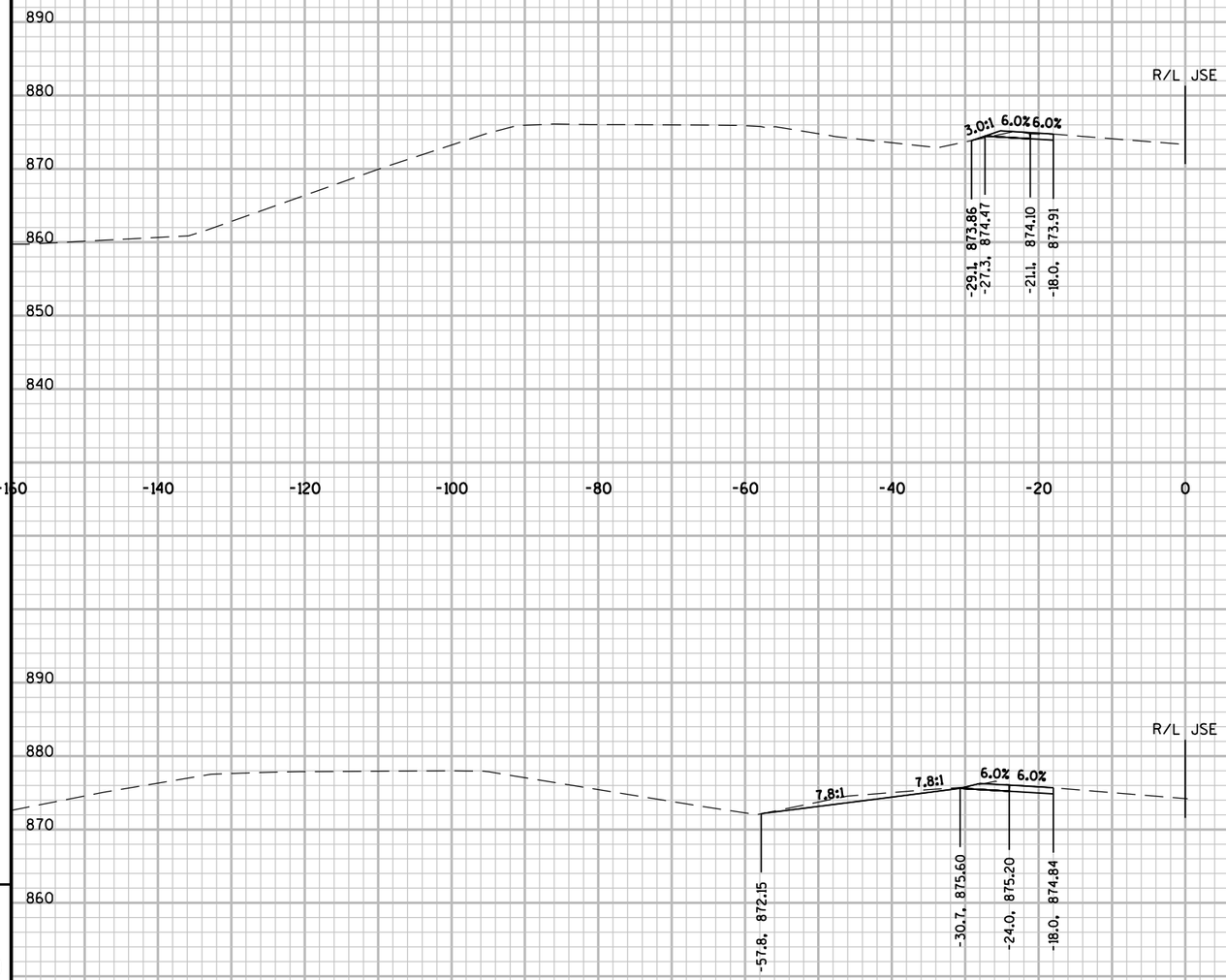
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-07	SHEET 596	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB07.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



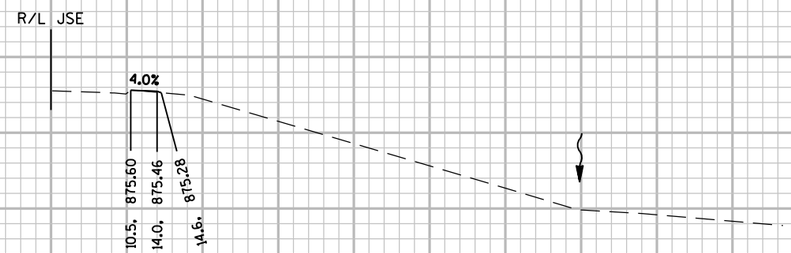
STA 11JSE+66 TO 11JSE+98

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-07	SHEET 597	E

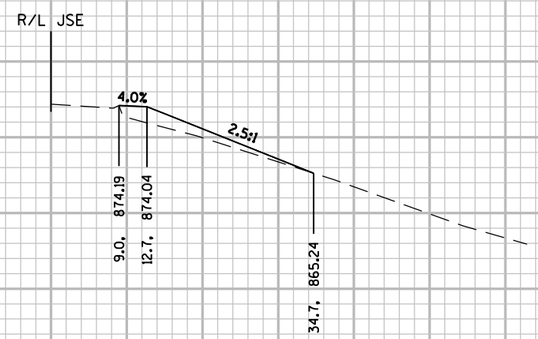
FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB07.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

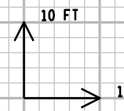
CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



8JSE+00



7JSE+27
AHEAD



STA 7JSE+27 TO 8JSE+00

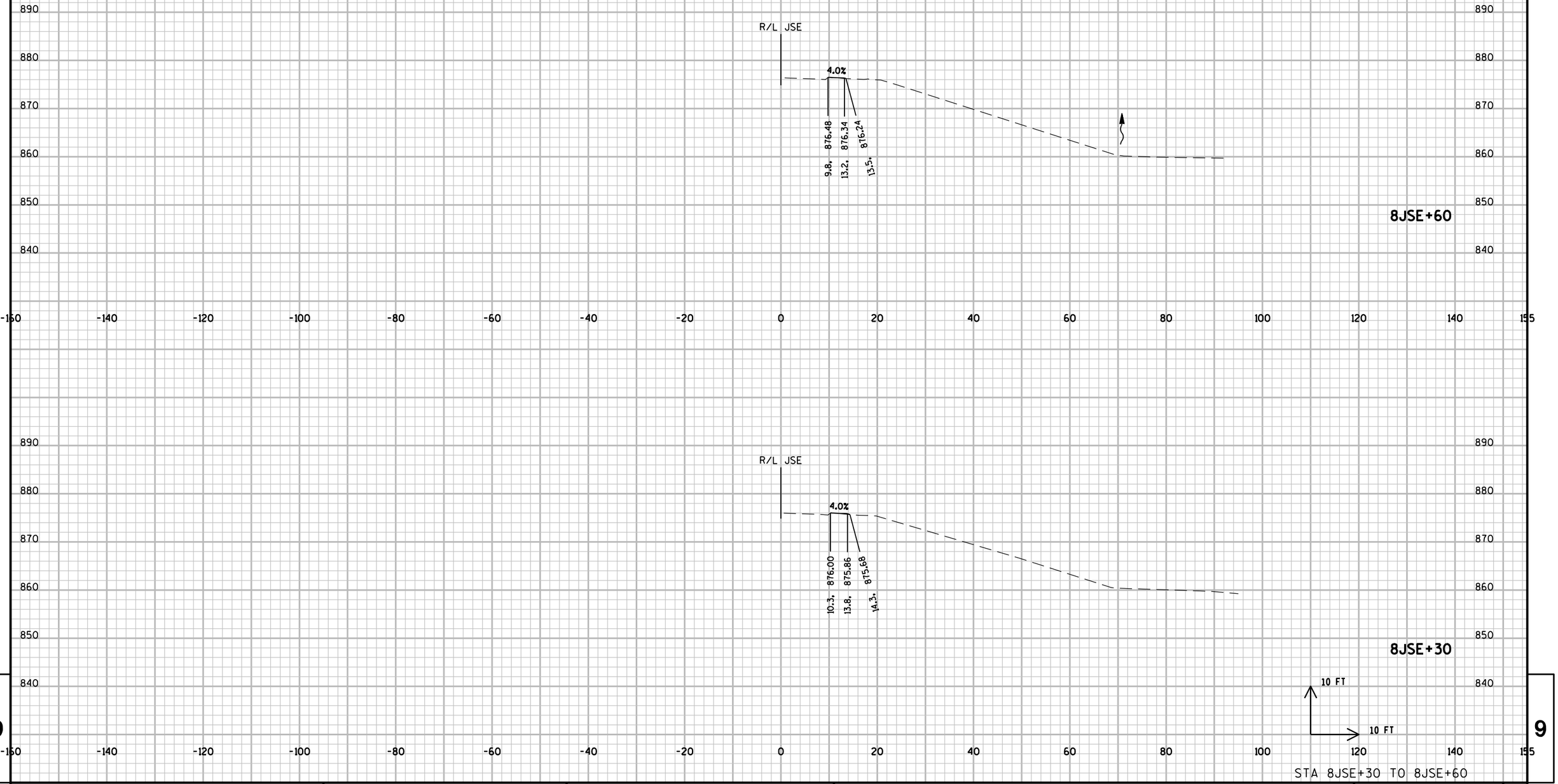
9 9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-08	SHEET 598	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB08.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



STA 8JSE+30 TO 8JSE+60

9

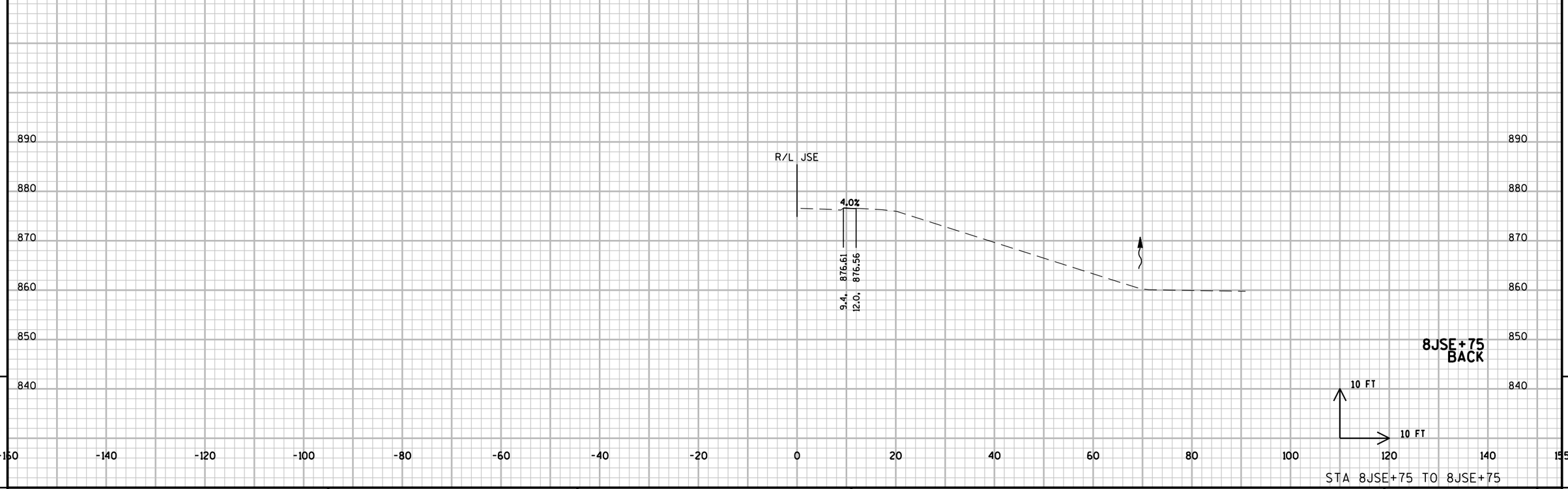
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-08	SHEET 599	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB08.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



9

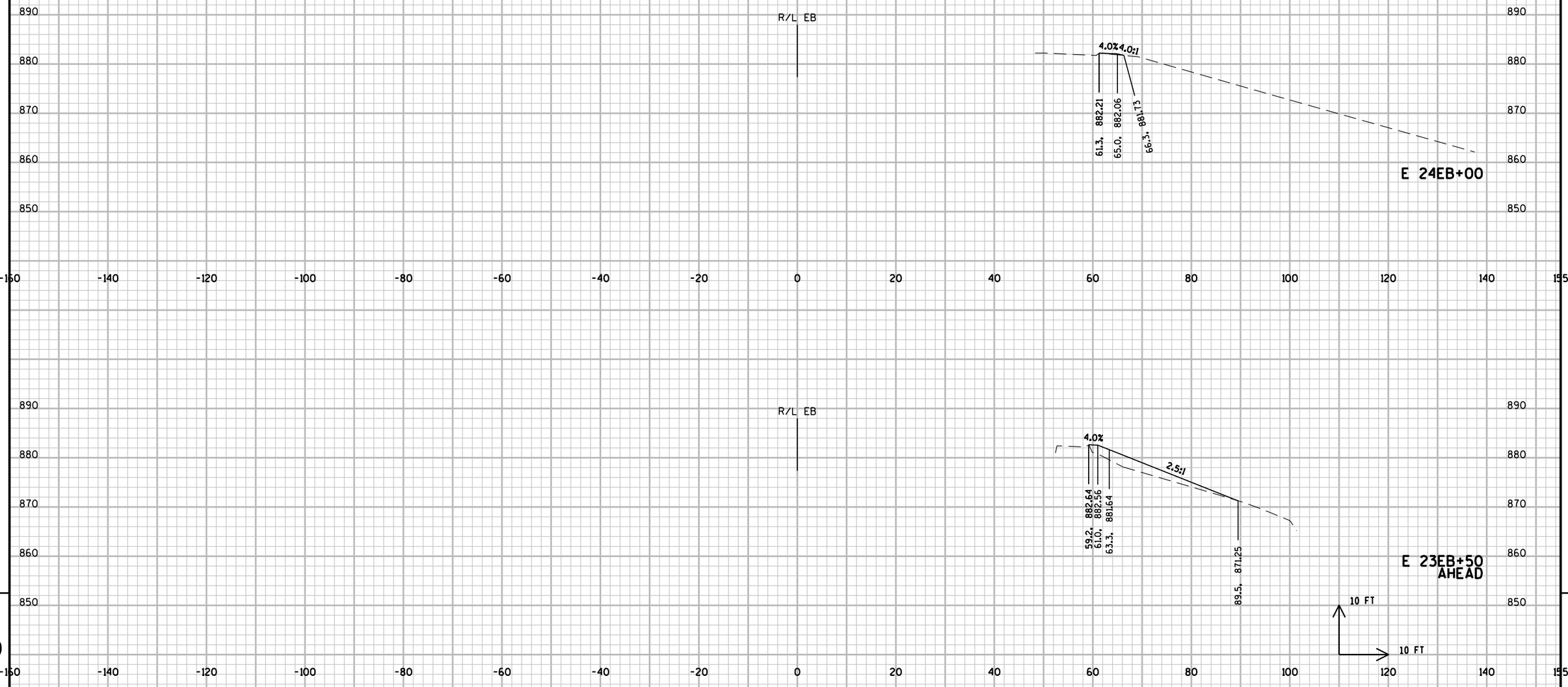
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-08	SHEET 600	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB08.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



STA E 23EB+50 TO E 24EB+00

9

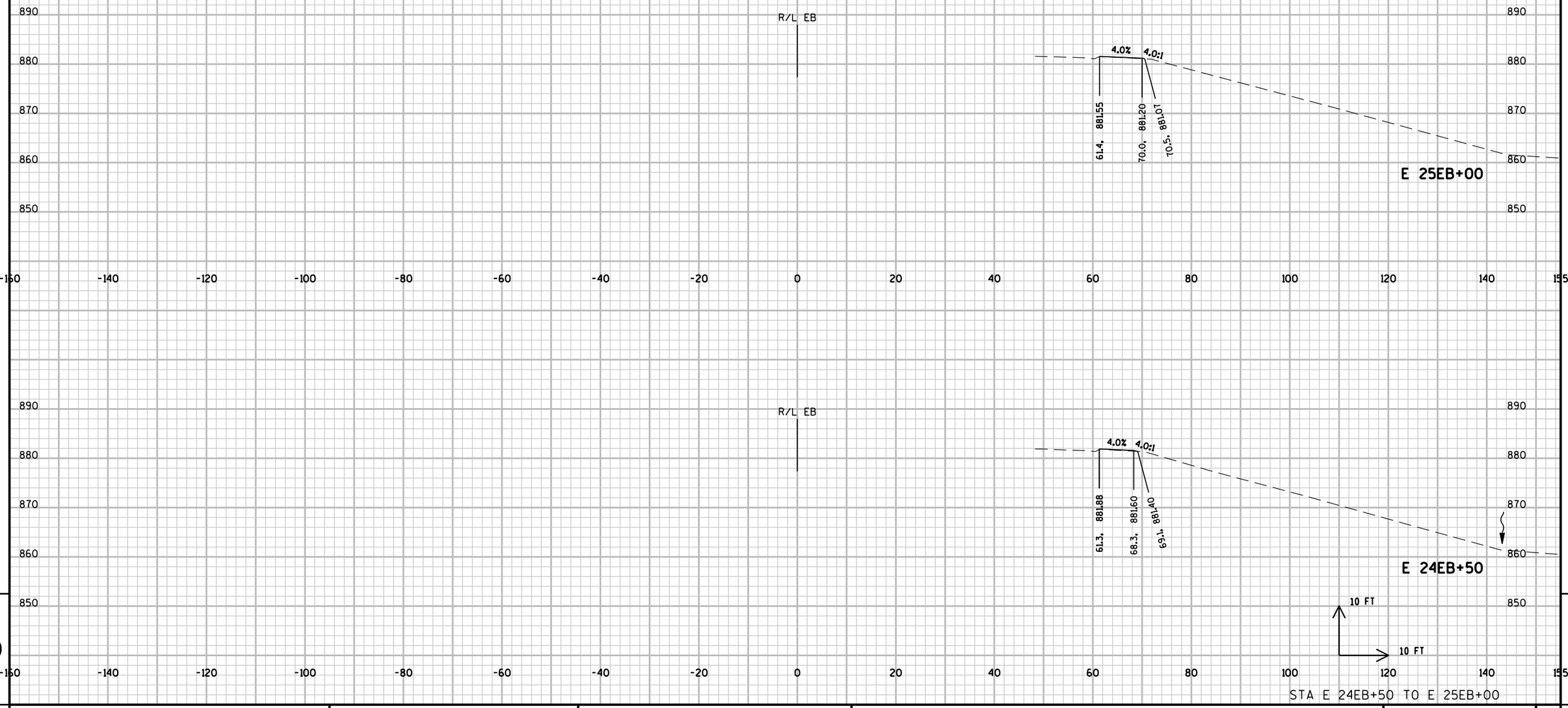
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-10	SHEET 601	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB10.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



STA E 24EB+50 TO E 25EB+00

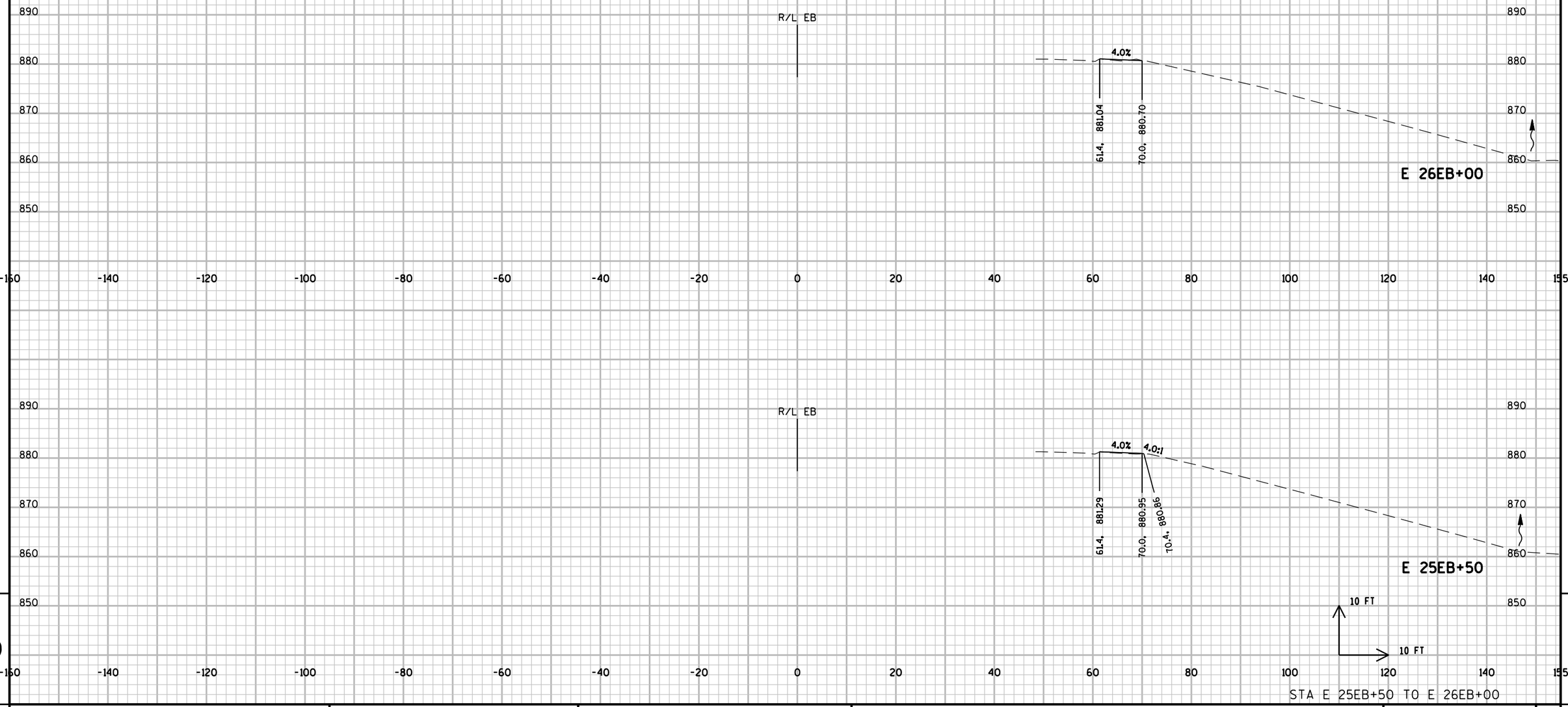
9 9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-10	SHEET E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB10.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



STA E 25EB+50 TO E 26EB+00

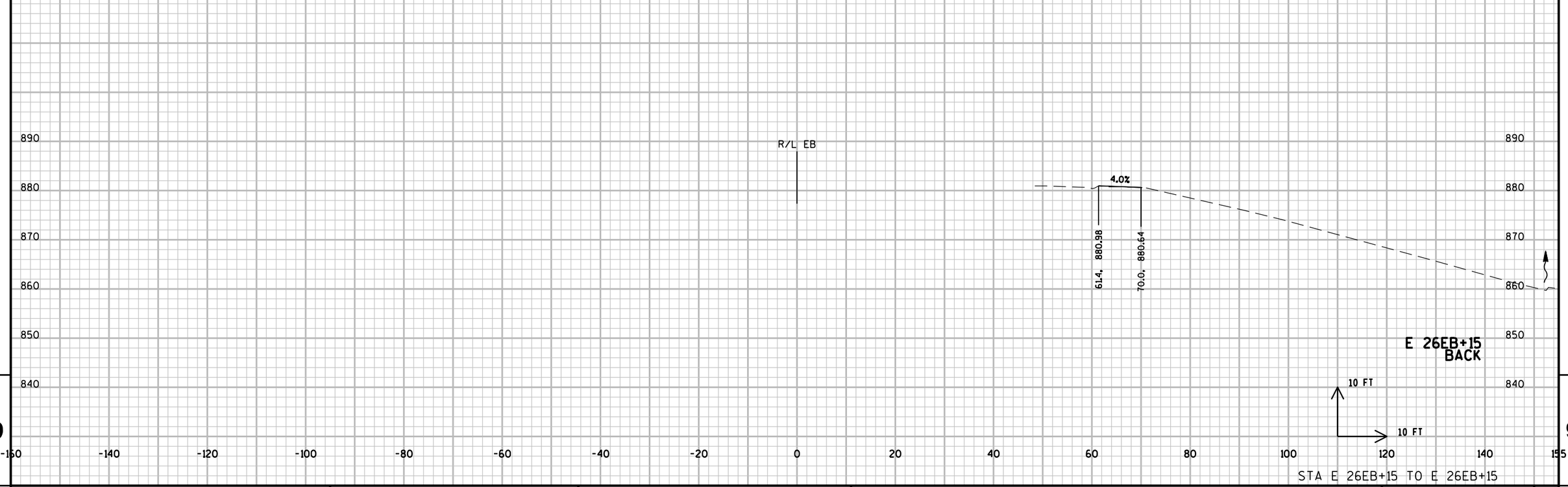
9 9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-10	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB10.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



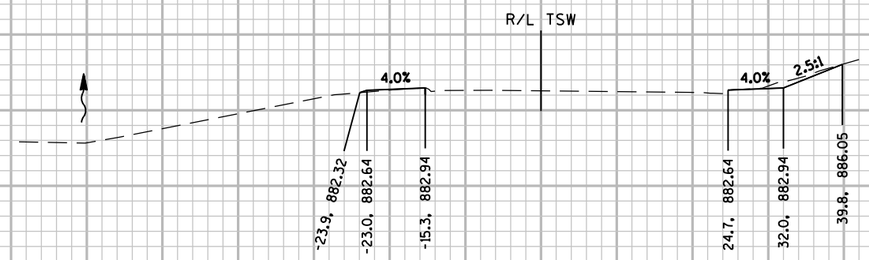
STA E 26EB+15 TO E 26EB+15

9 9

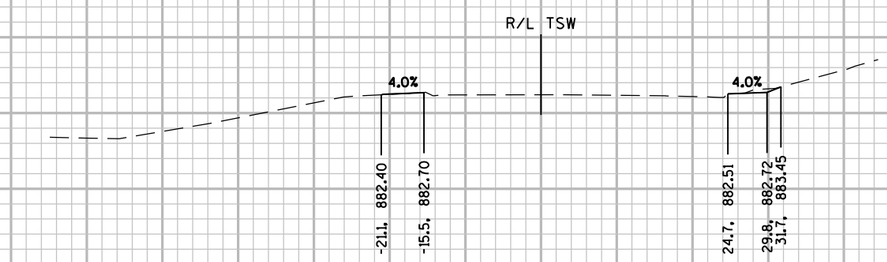
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-10	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB10.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

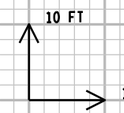
WISDOT/CADDS SHEET 21



47TSW+82



47TSW+50
AHEAD



STA 47TSW+50 TO 47TSW+82

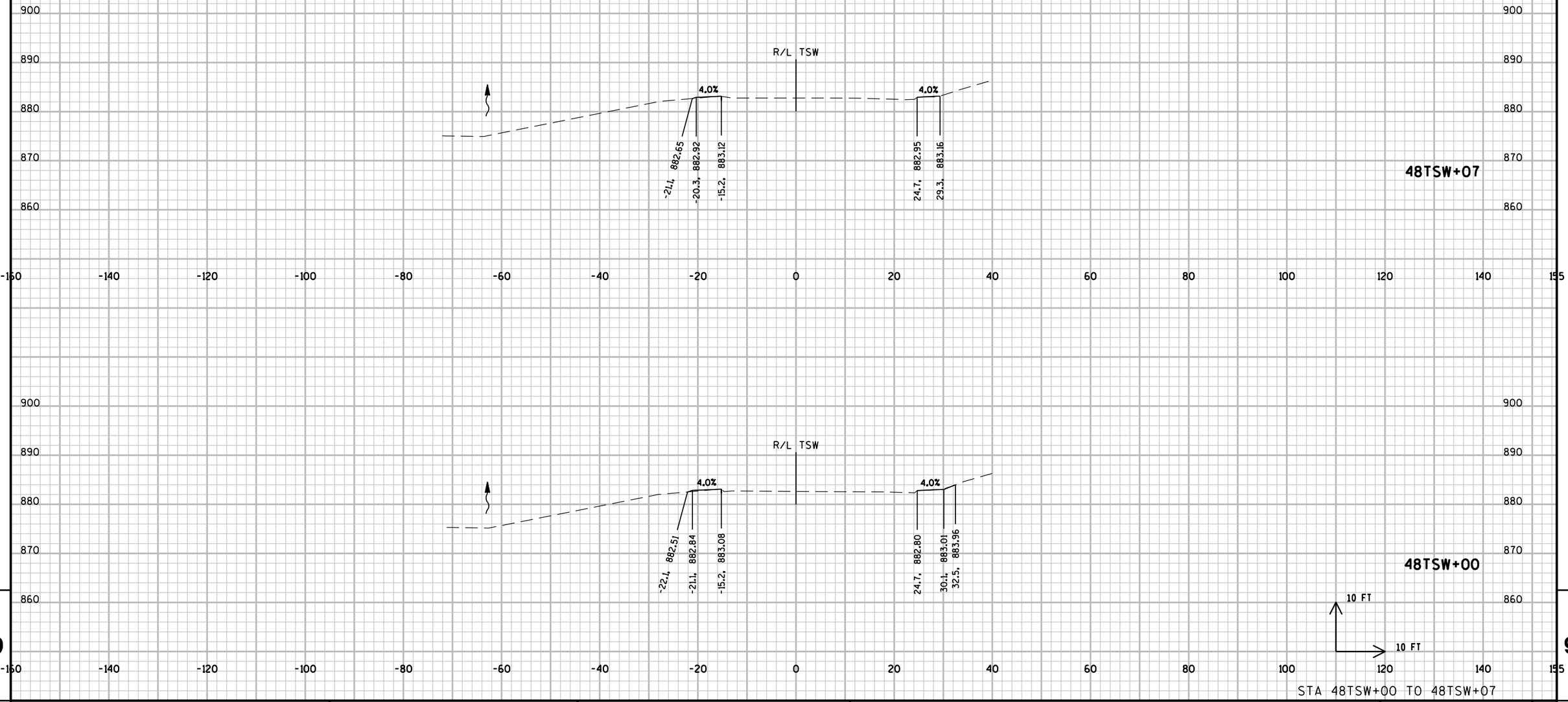
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB11-12	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB11-12.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



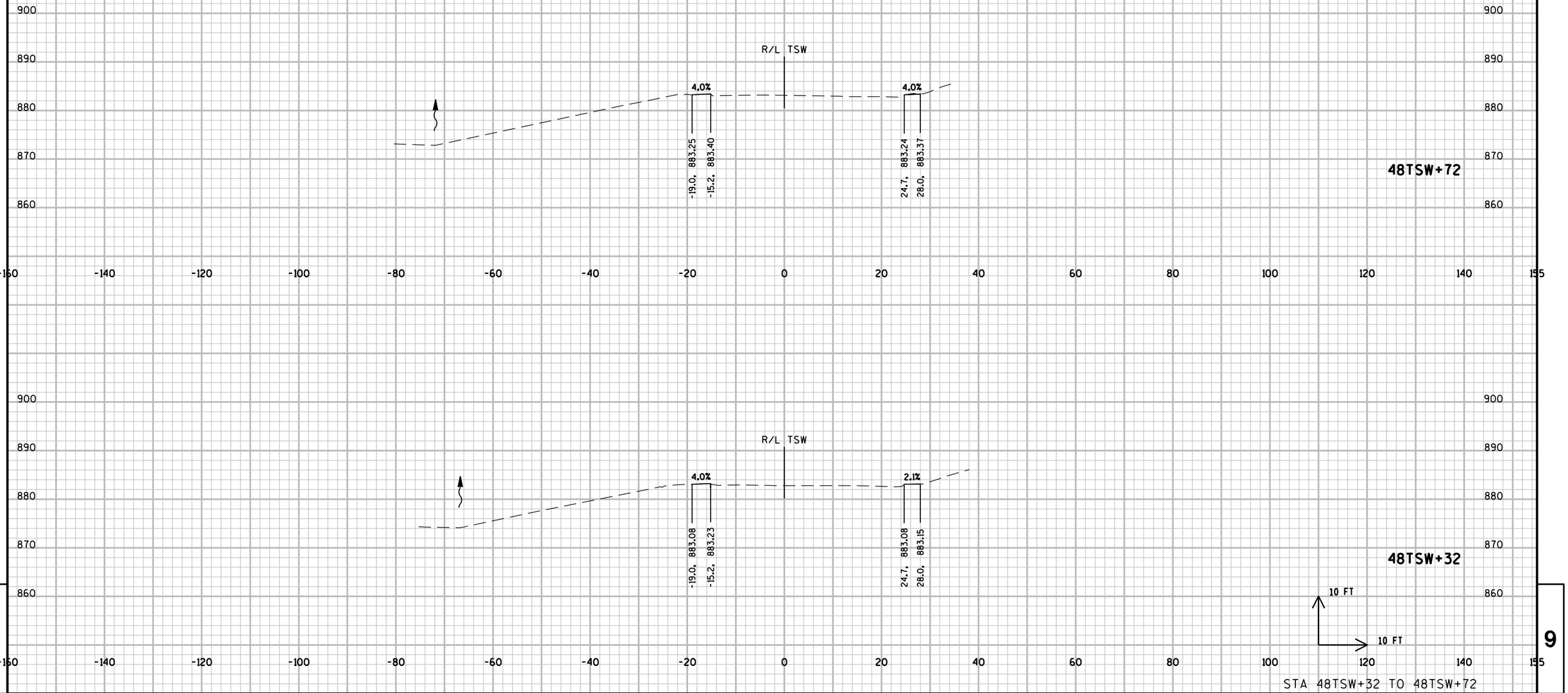
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9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB11-12	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB11-12.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 48TSW+32 TO 48TSW+72

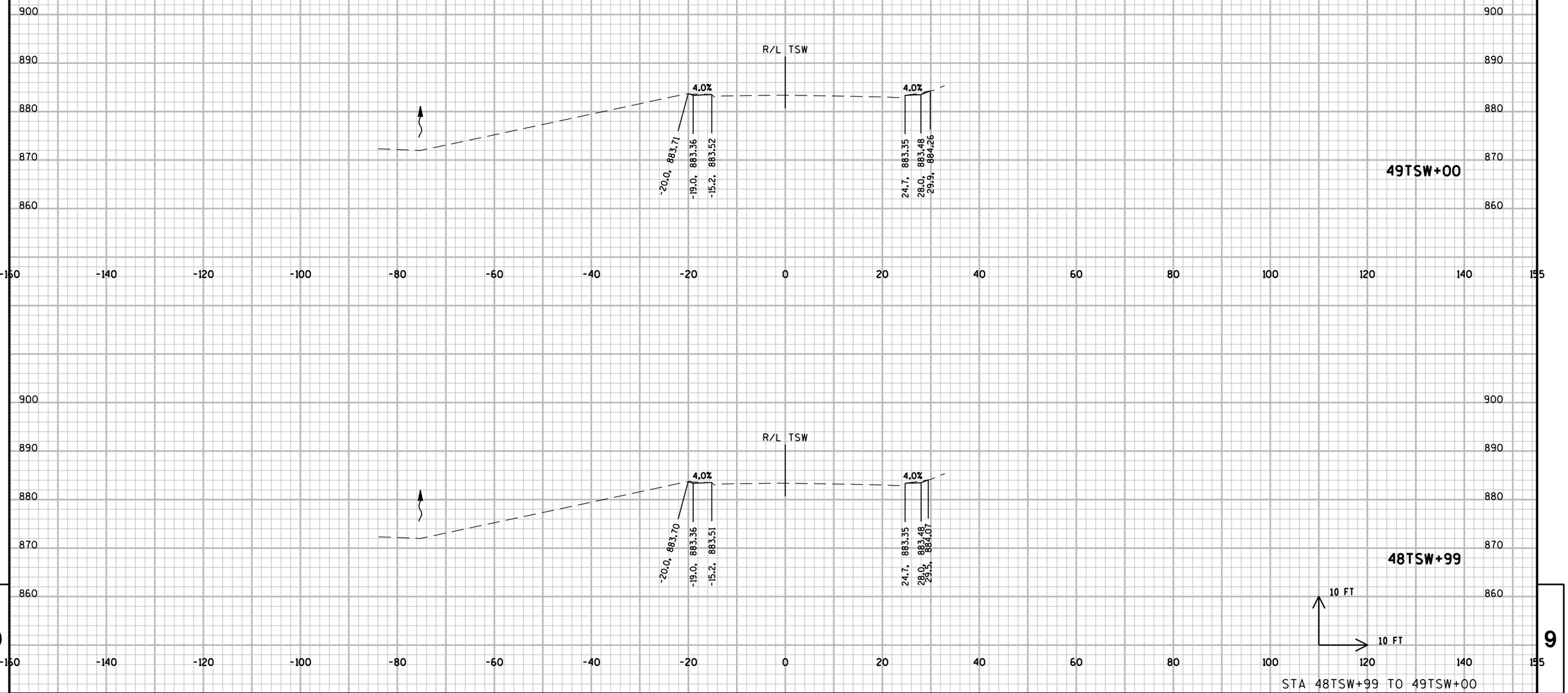
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB11-12	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB11-12.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

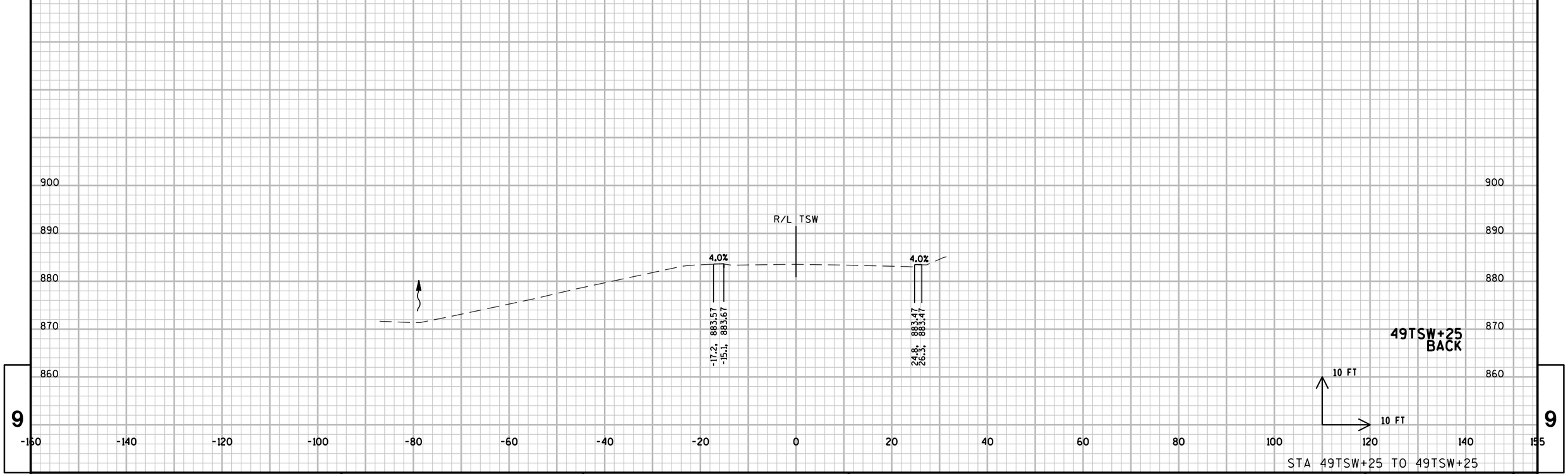


STA 48TSW+99 TO 49TSW+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB11-12	SHEET 608	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB11-12.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

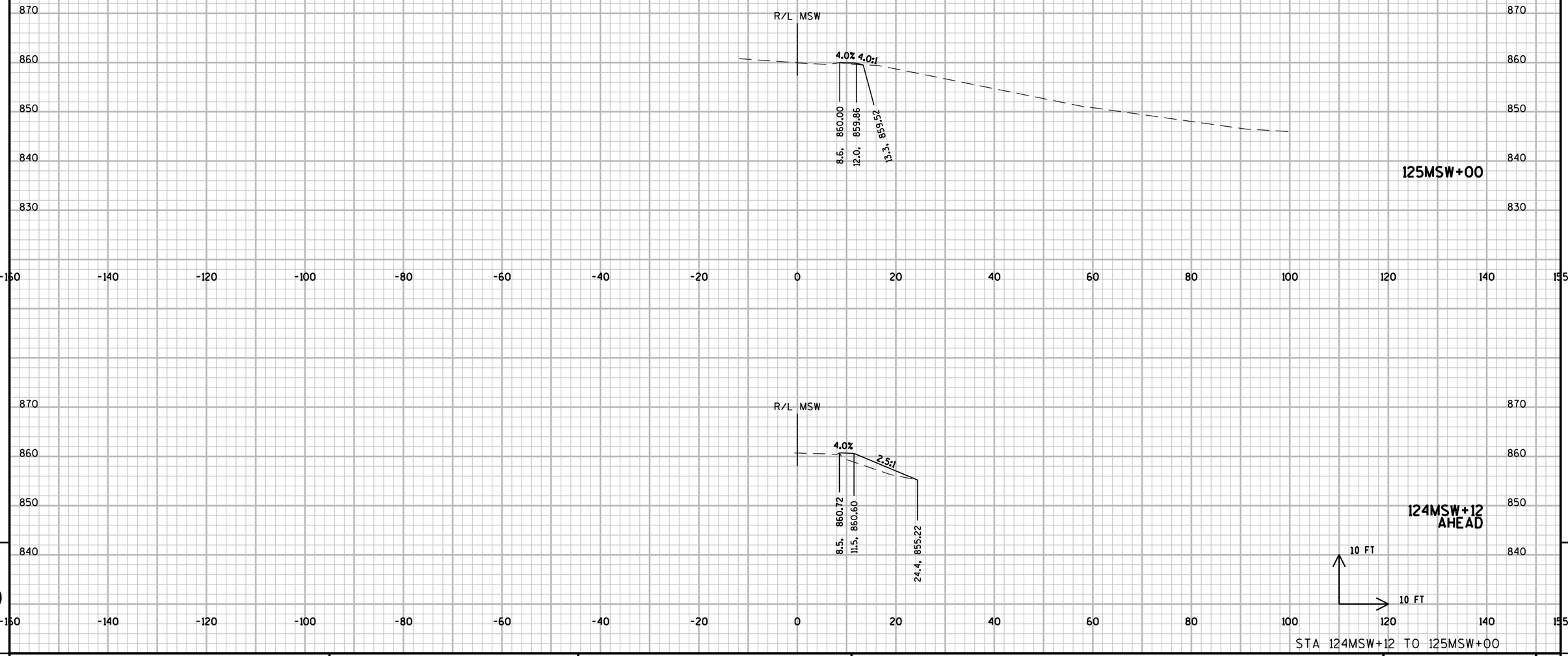
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STA 49TSW+25 TO 49TSW+25

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB11-12	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB11-12.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



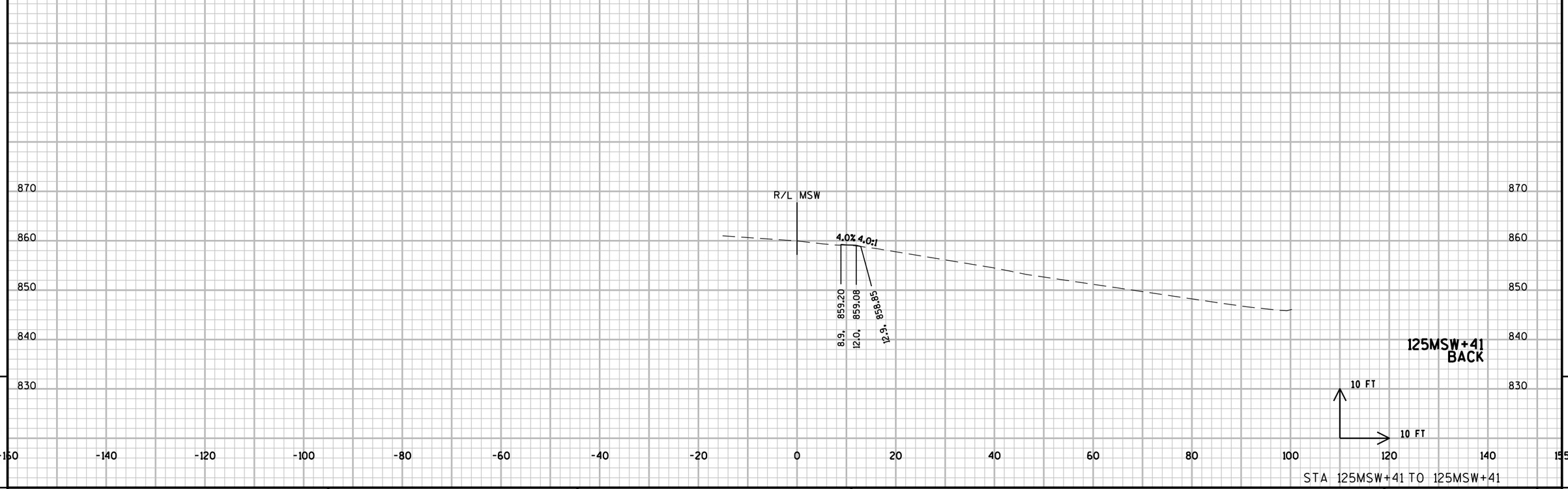
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9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-13	SHEET 610	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB13.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



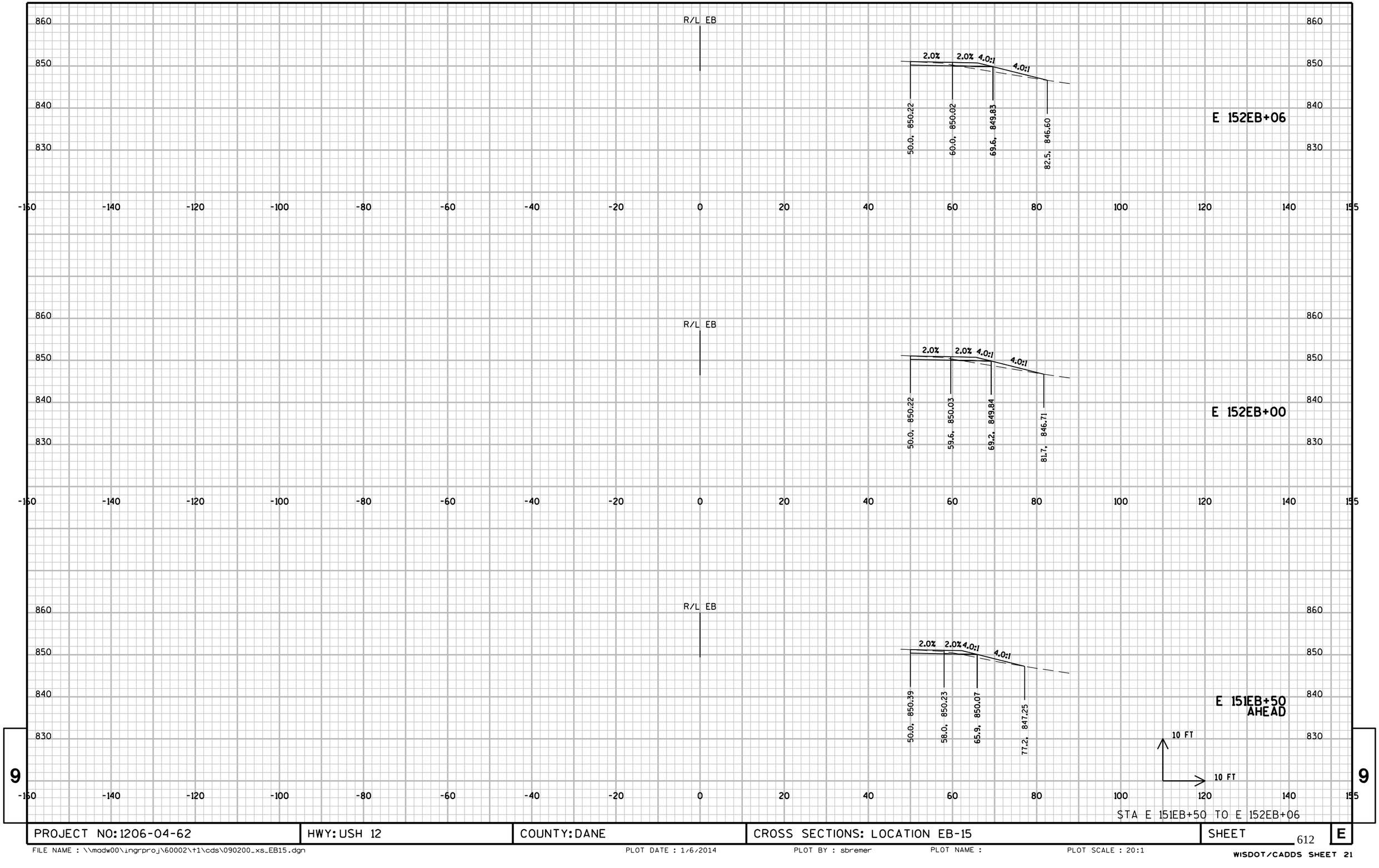
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9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-13	SHEET 611	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB13.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

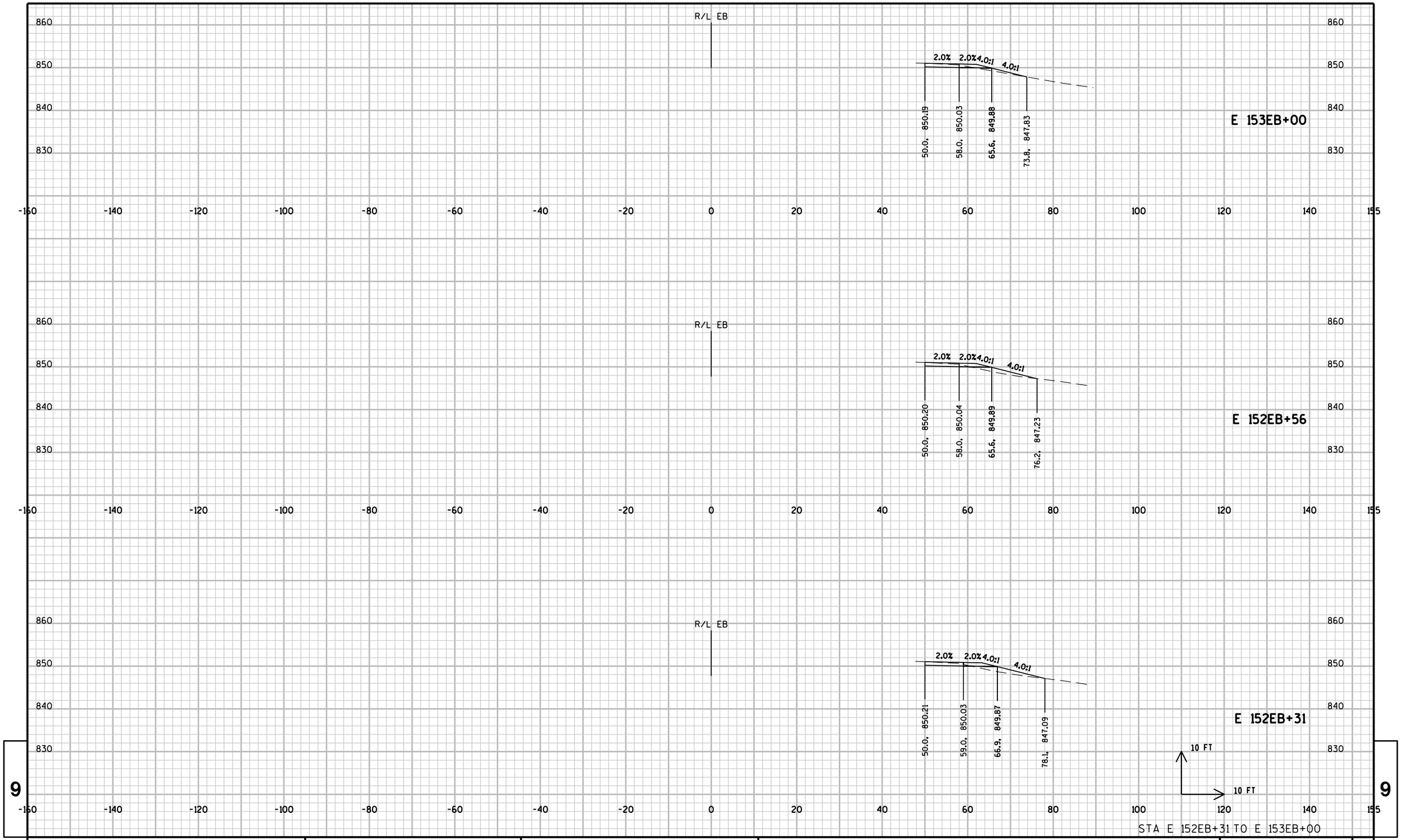


9

9

STA E 151EB+50 TO E 152EB+06

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-15	SHEET 612	E



9

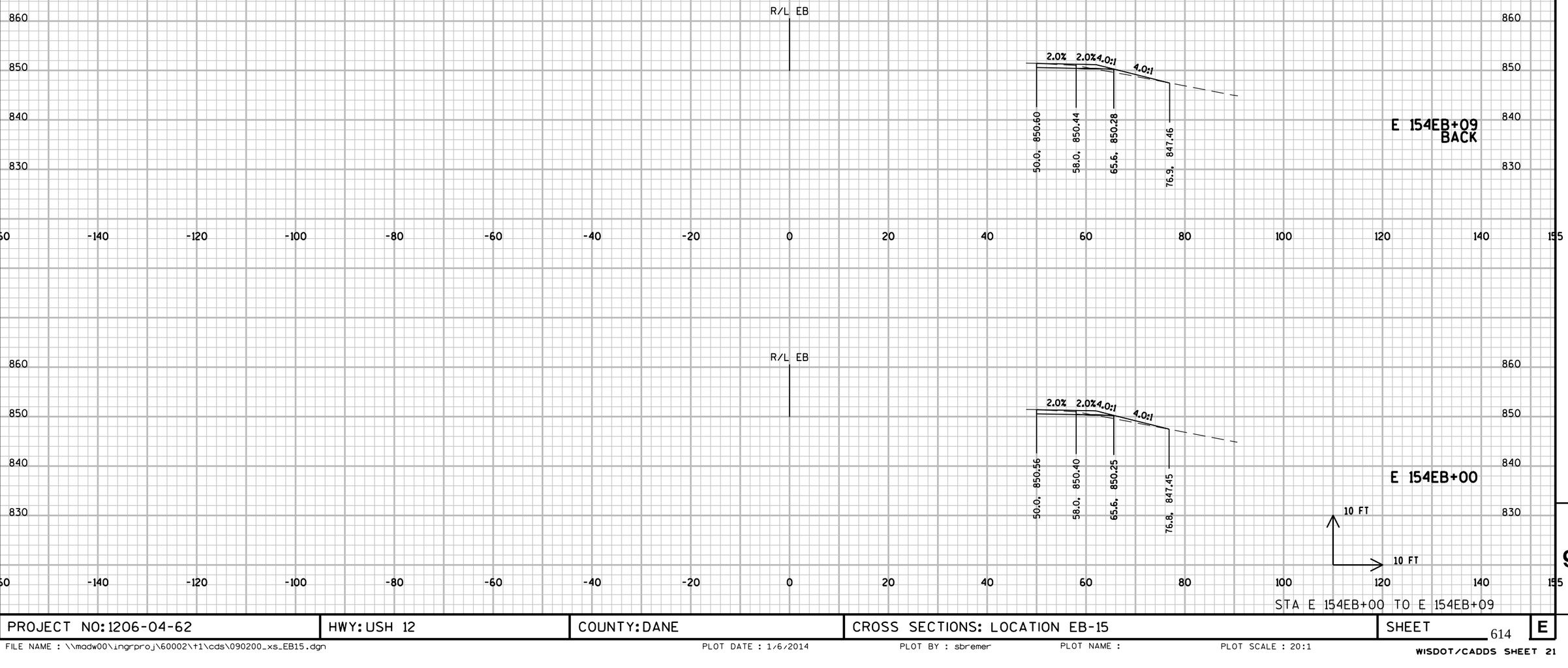
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STA E 152EB+31 TO E 153EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-15	SHEET 613	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB15.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



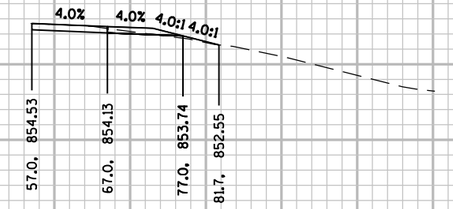
9

STA E 154EB+00 TO E 154EB+09

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-15	SHEET 614	E

870
860
850
840
830

R/L EB

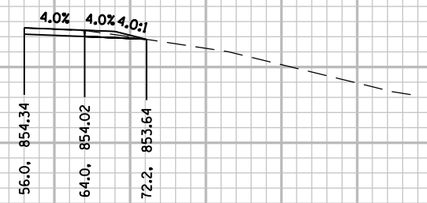


E 164EB+44

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

870
860
850
840
830

R/L EB



E 164EB+00
AHEAD

10 FT
10 FT

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

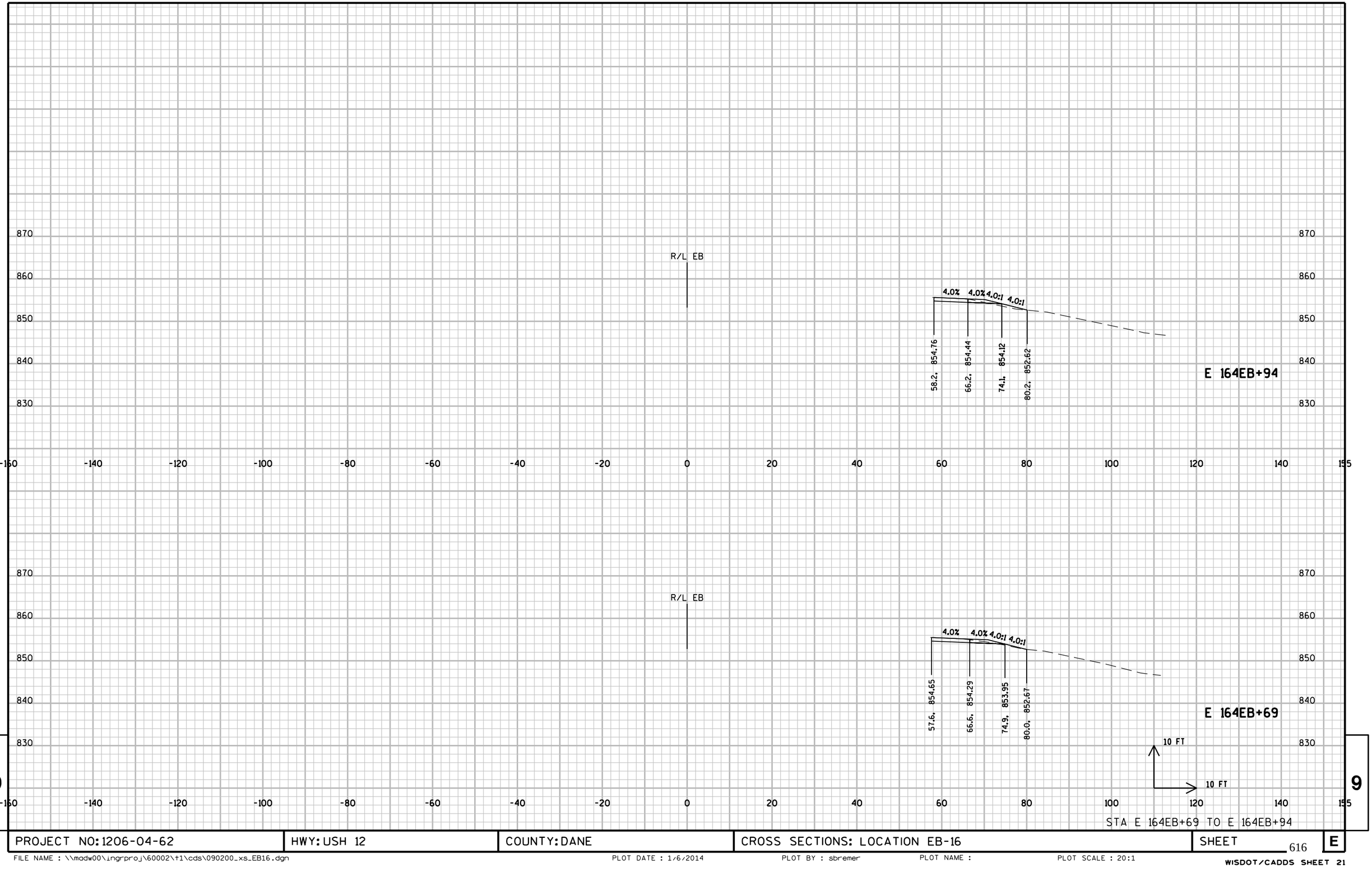
STA E 164EB+00 TO E 164EB+44

9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-16	SHEET 615	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB16.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA E 164EB+69 TO E 164EB+94

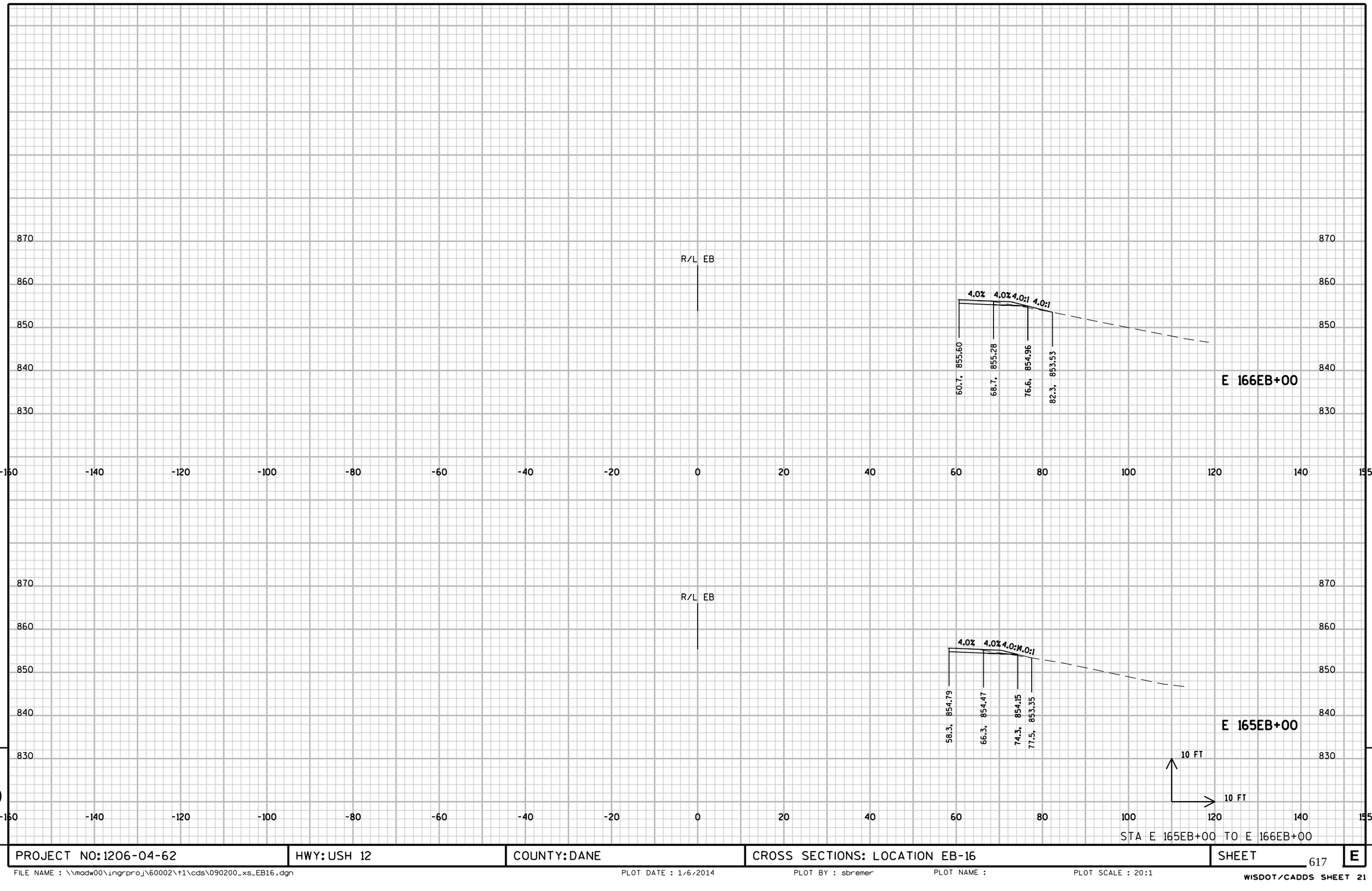
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-16	SHEET 616	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB16.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

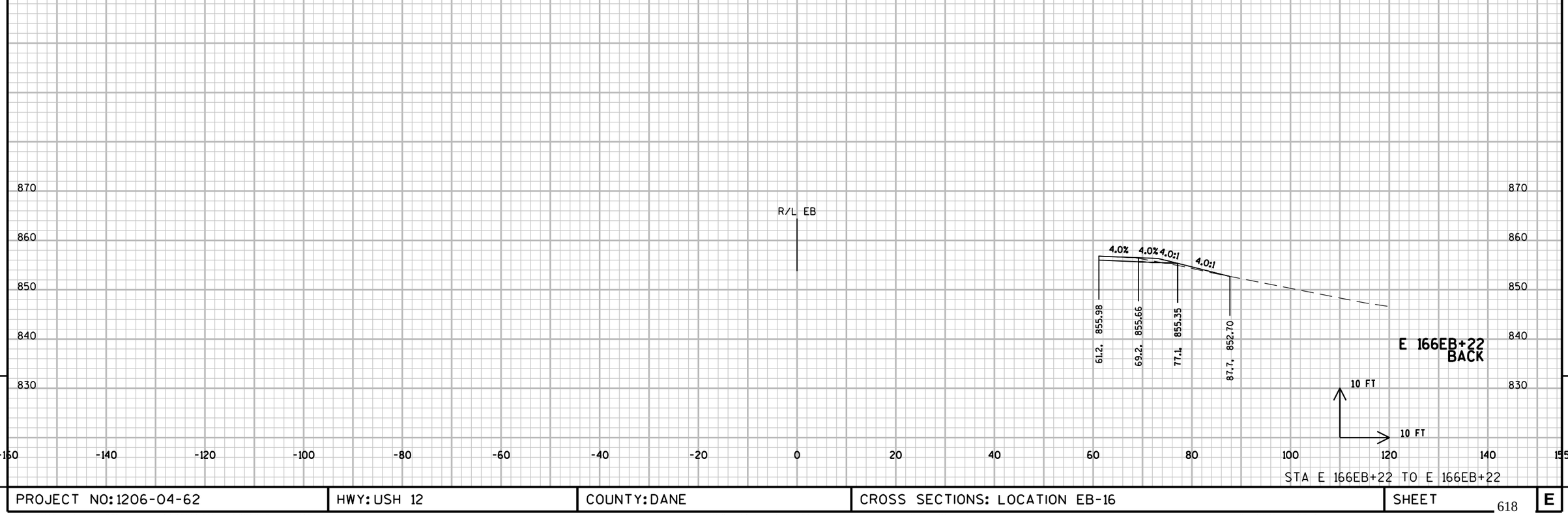


STA E 165EB+00 TO E 166EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-16	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB16.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



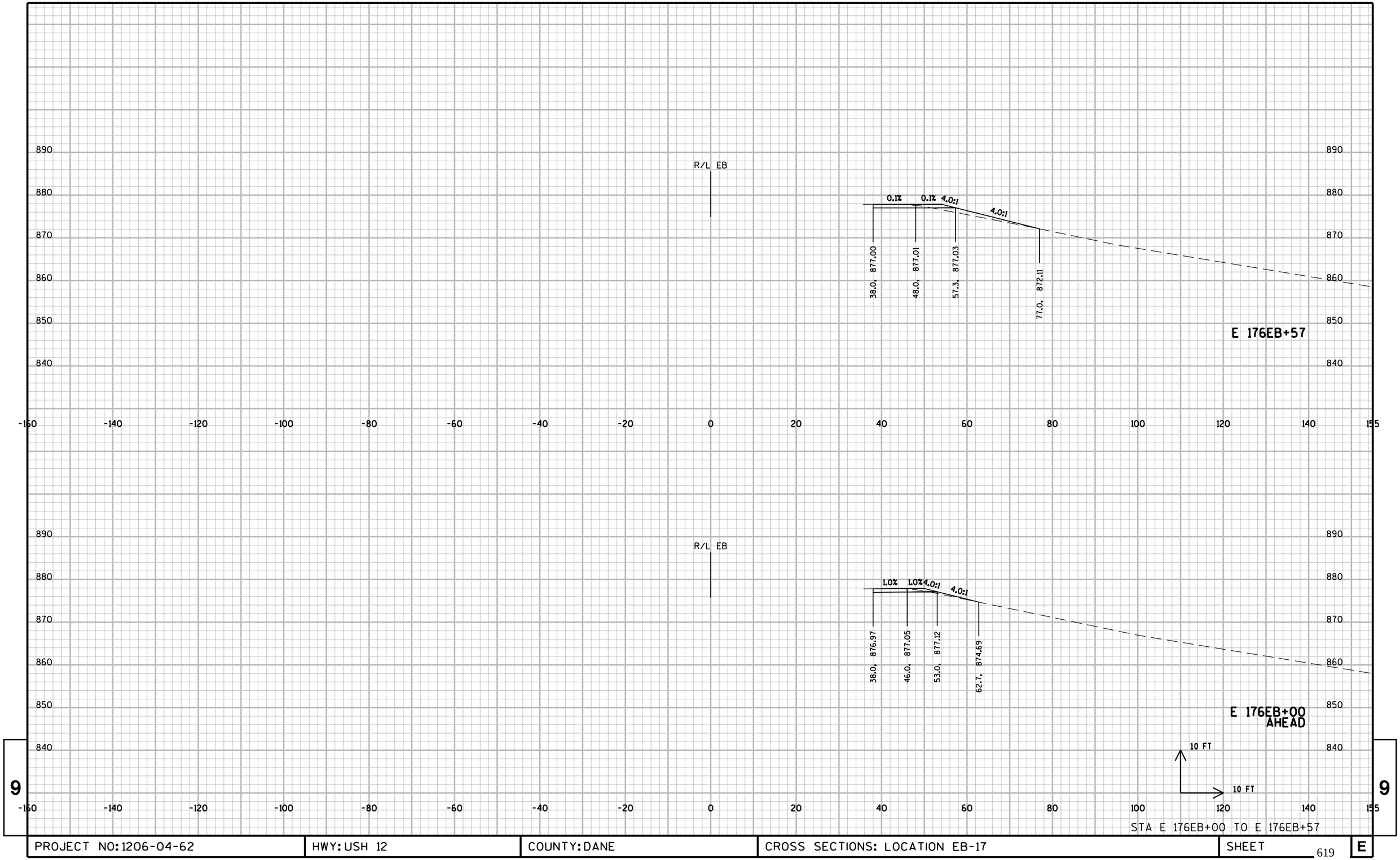
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-16	SHEET 618	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB16.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

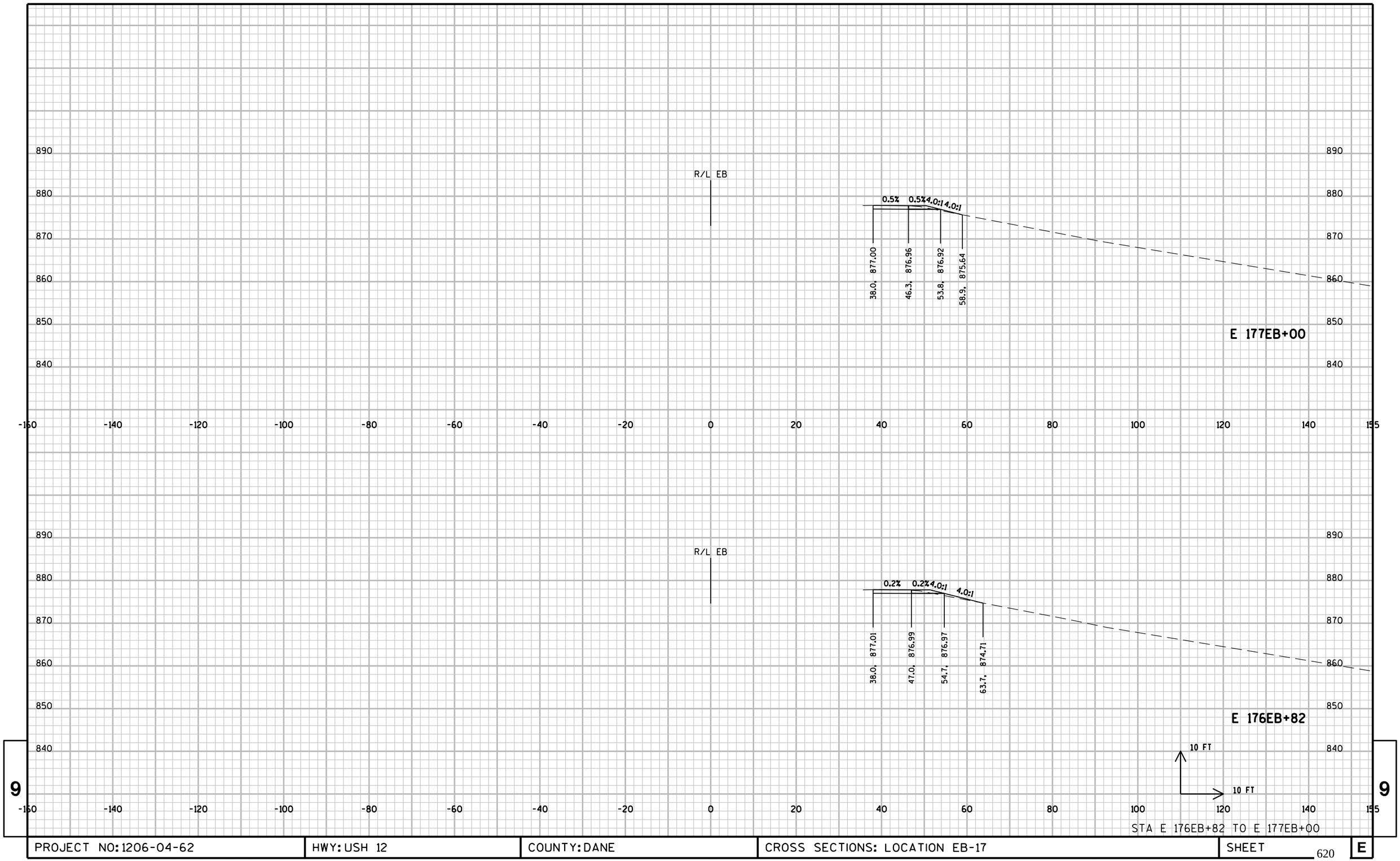
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STA E 176EB+00 TO E 176EB+57

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-17	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB17.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

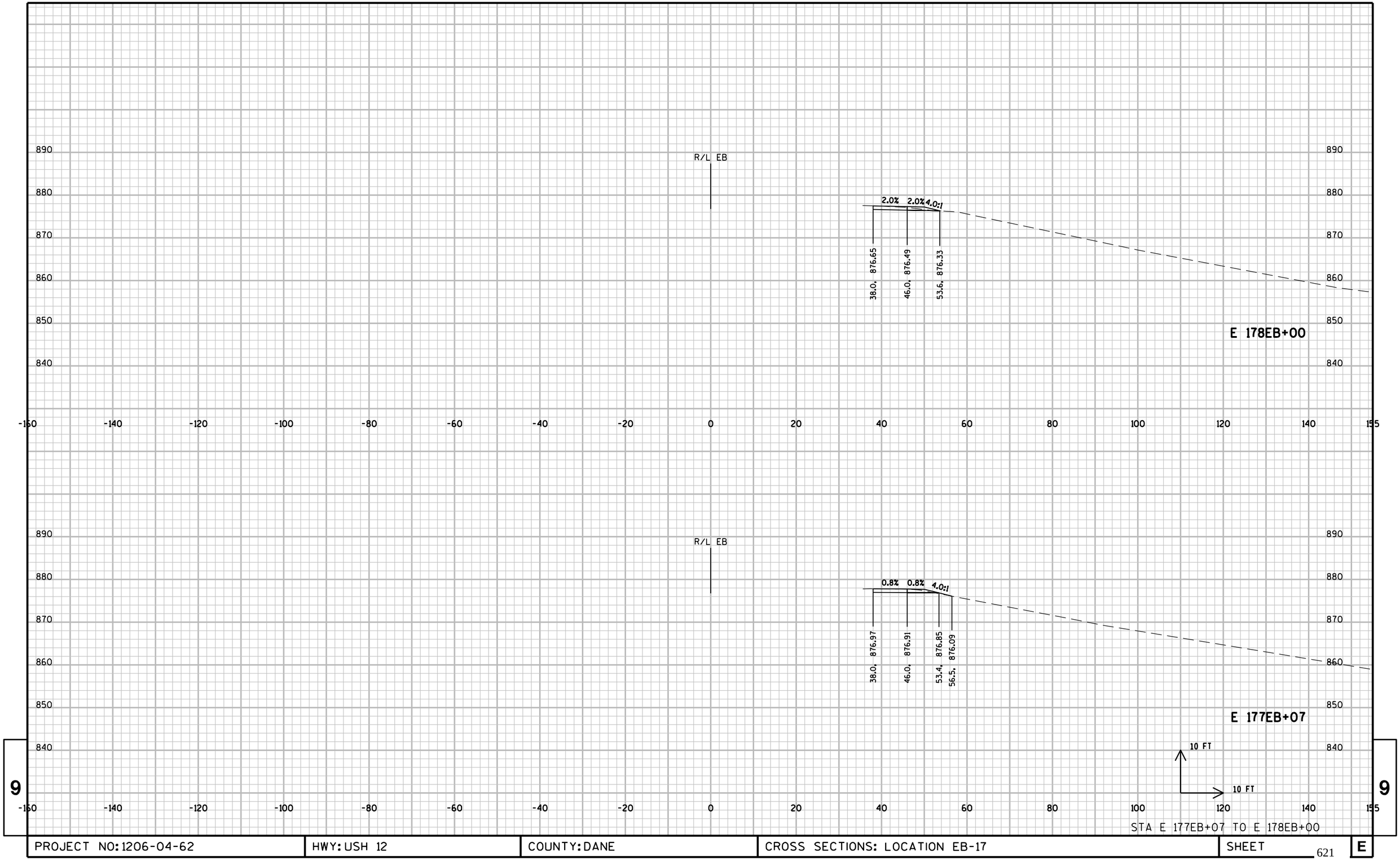
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STA E 176EB+82 TO E 177EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-17	SHEET 620	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB17.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

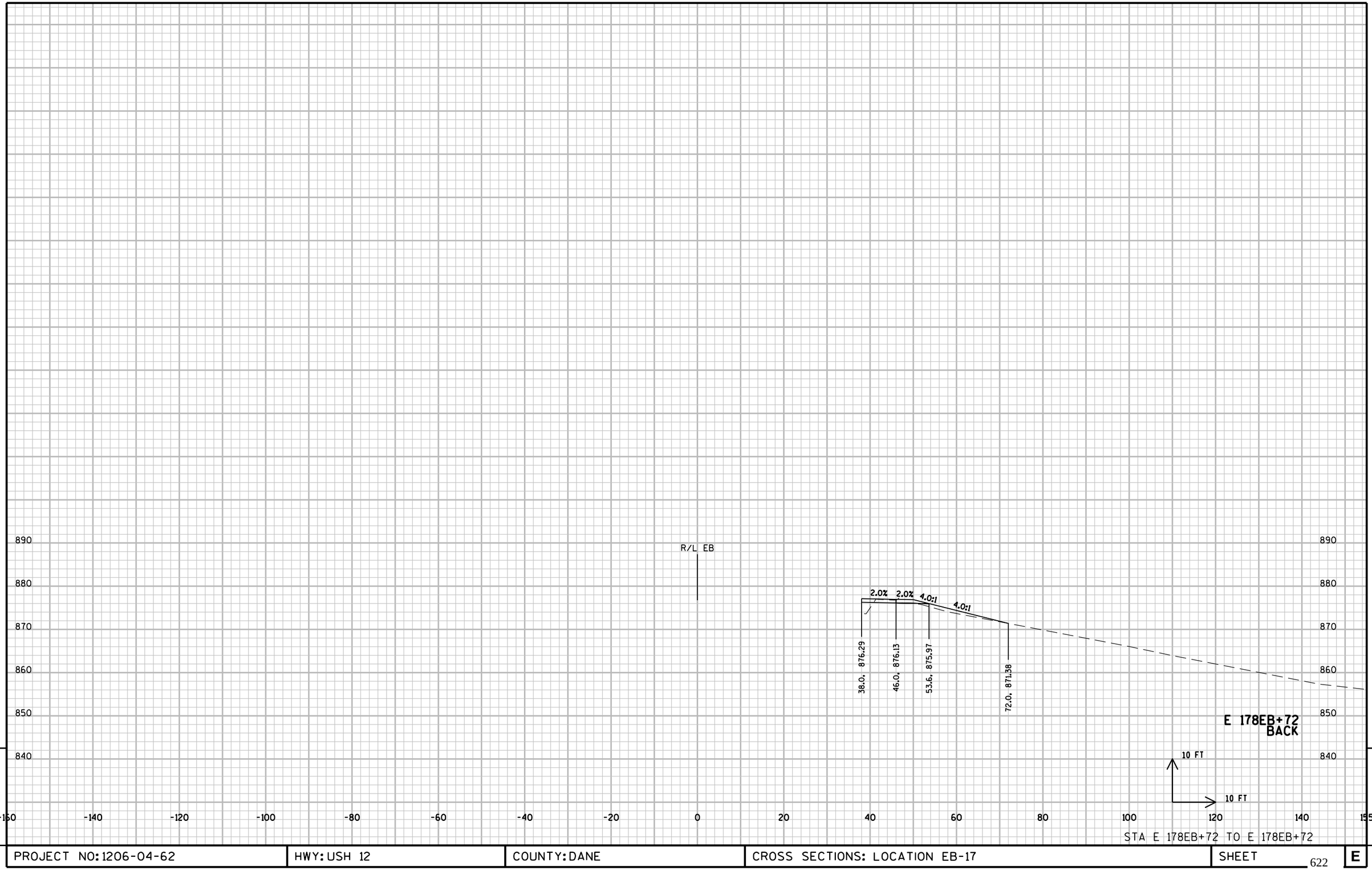
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STA E 177EB+07 TO E 178EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-17	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB17.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA E 178EB+72 TO E 178EB+72

9 9

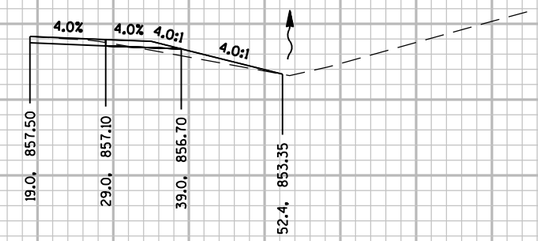
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-17	SHEET 622	E

R/L SSE



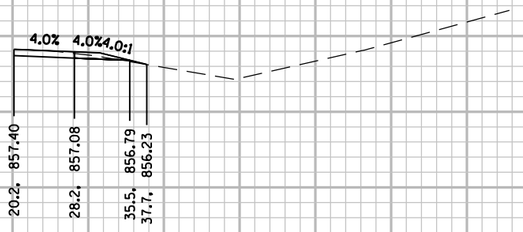
190SSE+96

R/L SSE



190SSE+71

R/L SSE



190SSE+00
AHEAD

10 FT
10 FT

STA 190SSE+00 TO 190SSE+96

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-18	SHEET 623	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB18.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

STA 191SSE+00 TO 192SSE+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-18	SHEET 624	E

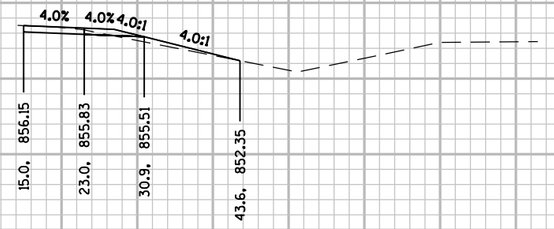
FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB18.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

870
860
850
840

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

R/L SSE



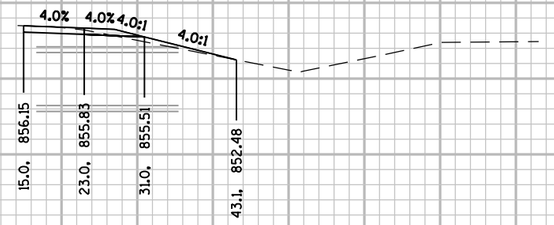
194SSE+01
BACK

870
860
850
840

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

R/L SSE

STA. 193SSE+52 TO STA. 193SSE+77.42' RT.
EXISTING BOX CULVERT B-13-319
TO REMAIN

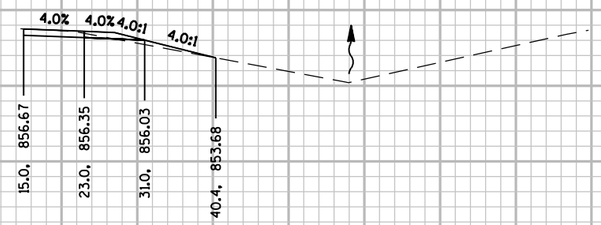


194SSE+00

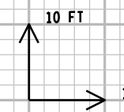
870
860
850
840

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

R/L SSE



193SSE+00



STA 193SSE+00 TO 194SSE+01

9 9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-18	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB18.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

9

9

STA E 206EB+00 TO E 206EB+62

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-19	SHEET 626	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB19.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

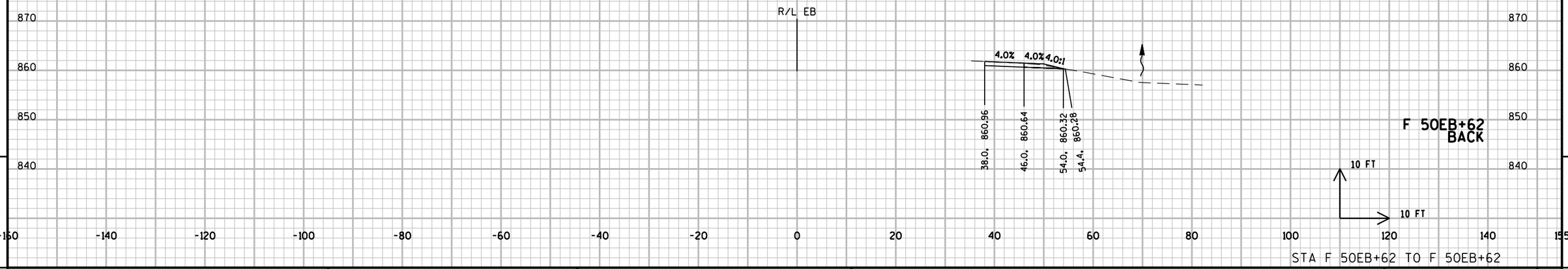
WISDOT/CADDS SHEET 21

STA F 48EB+59 TO F 50EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-19	SHEET 627	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB19.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

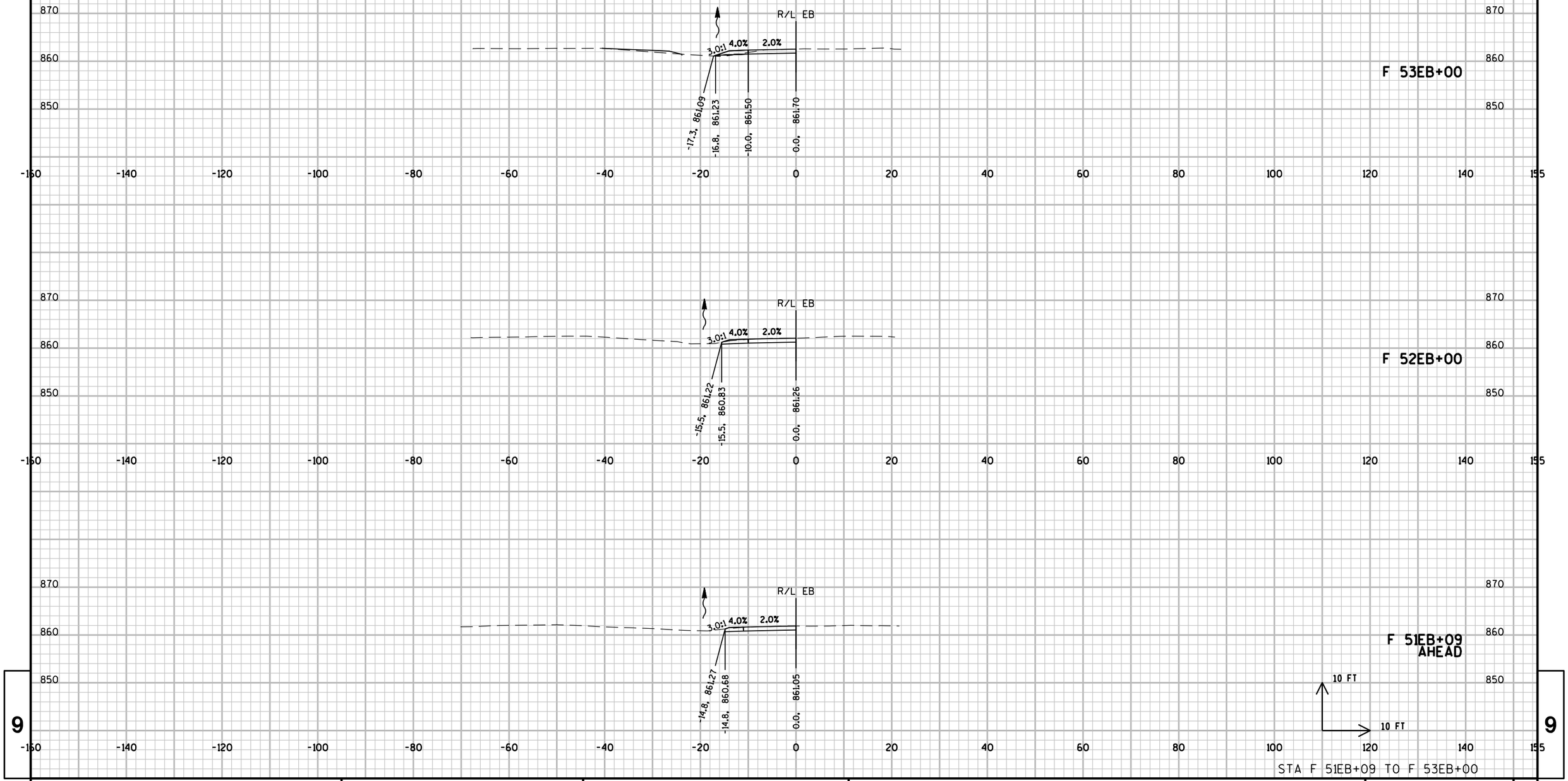


STA F 50EB+62 TO F 50EB+62

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-19	SHEET 628	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB19.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

9

STA F 51EB+09 TO F 53EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-20	SHEET 629	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB20.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

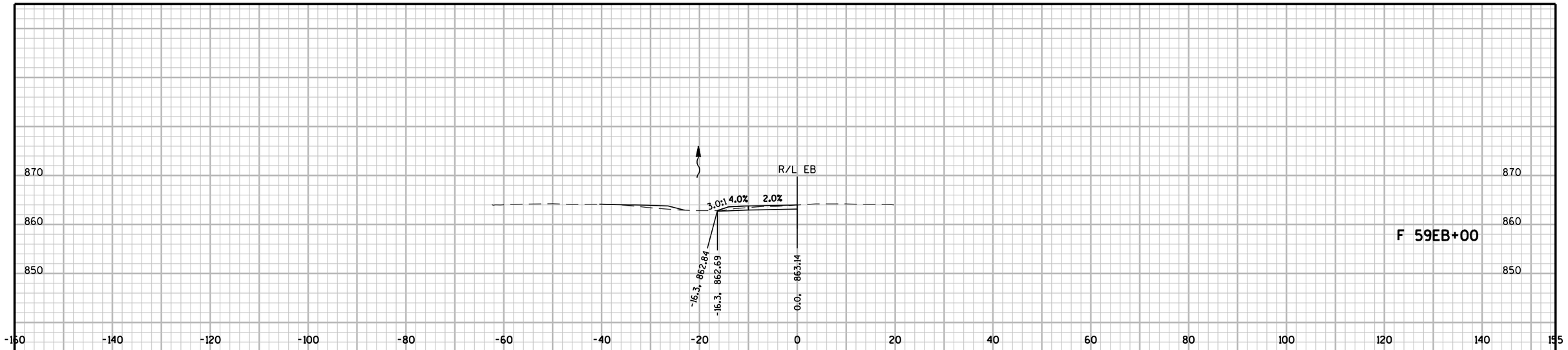
WISDOT/CADDS SHEET 21

STA F 54EB+00 TO F 56EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-20	SHEET 630	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB20.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

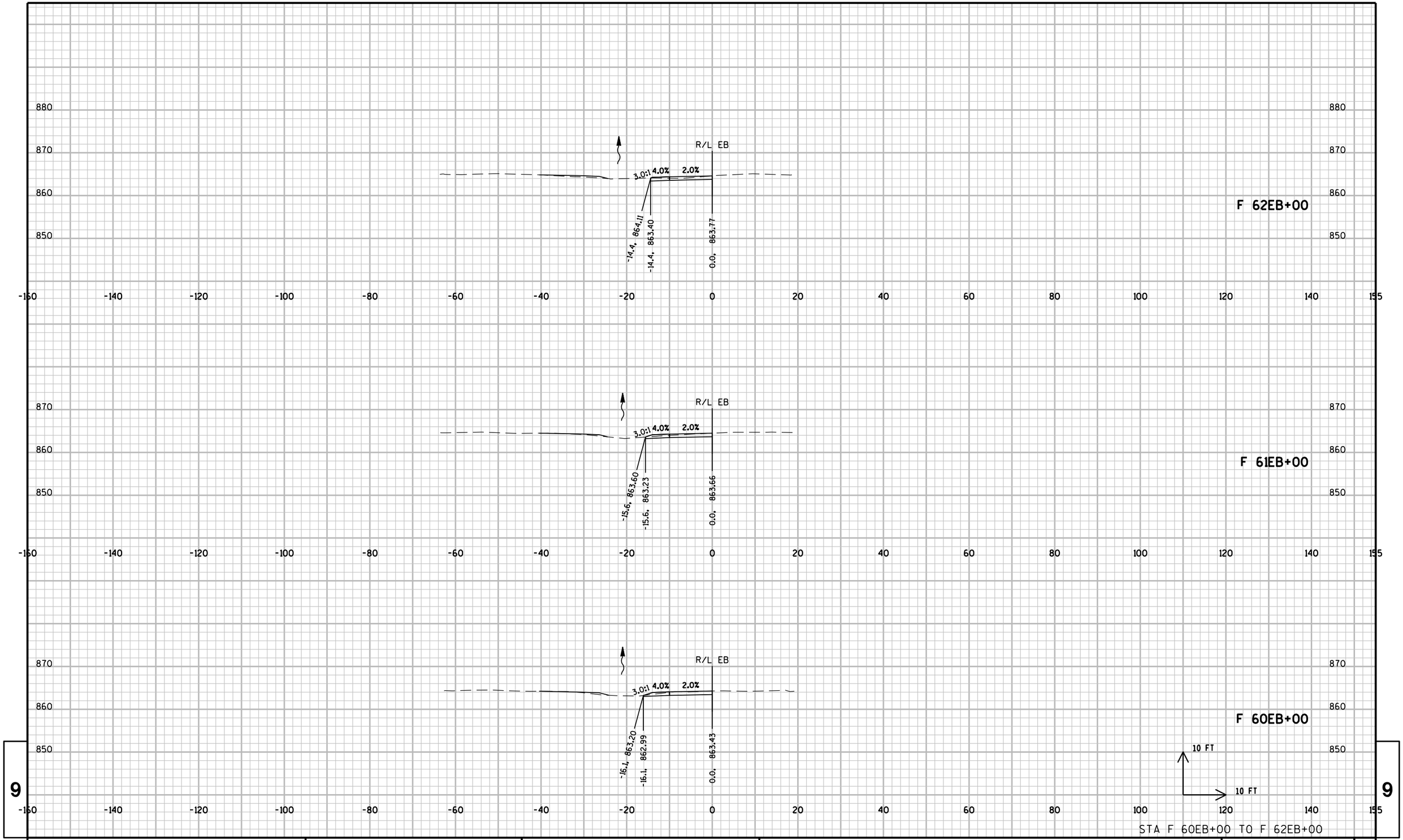


STA F 57EB+00 TO F 59EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-20	SHEET 631	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB20.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

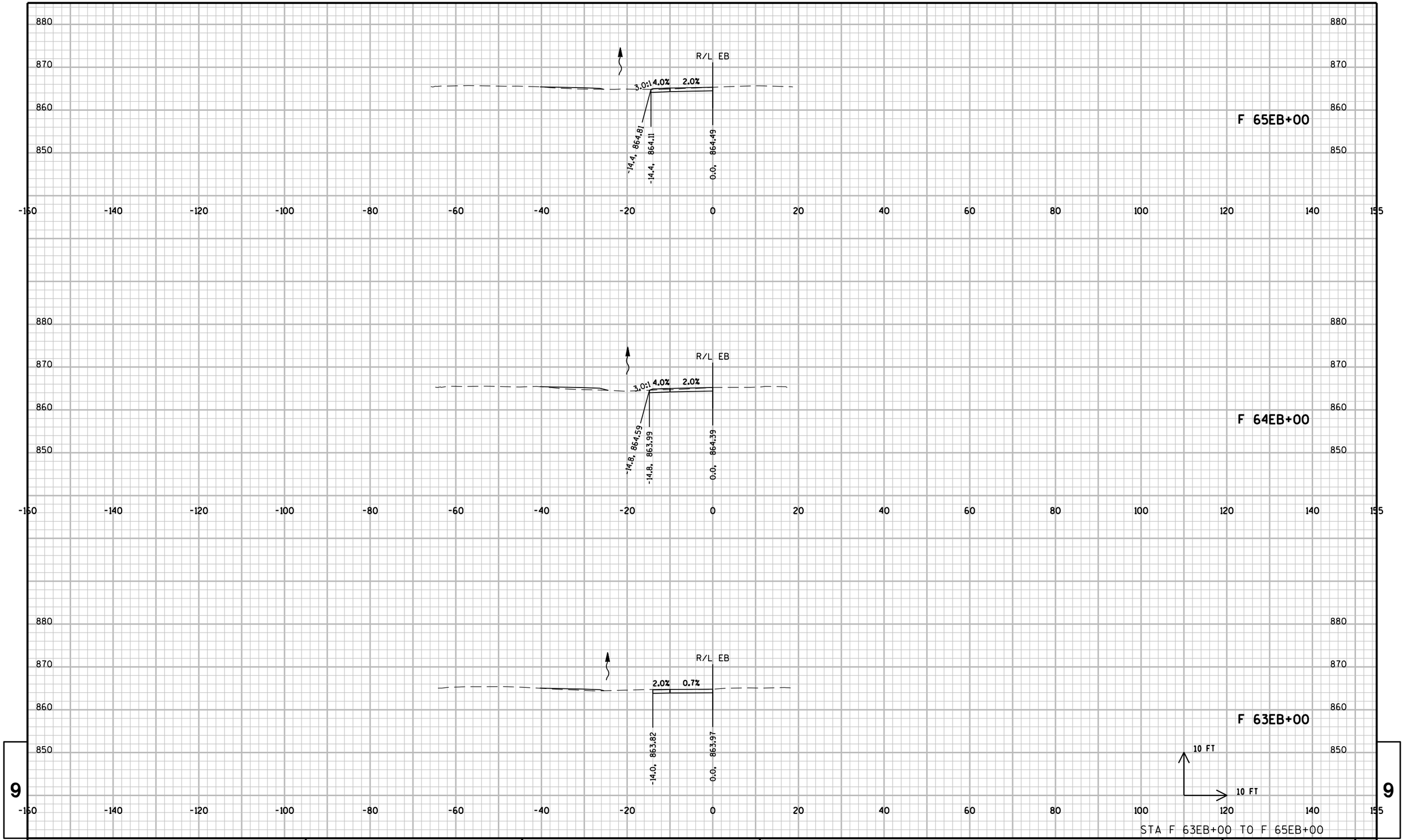
9

STA F 60EB+00 TO F 62EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-20	SHEET 632	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB20.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA F 63EB+00 TO F 65EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-20	SHEET 633	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB20.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

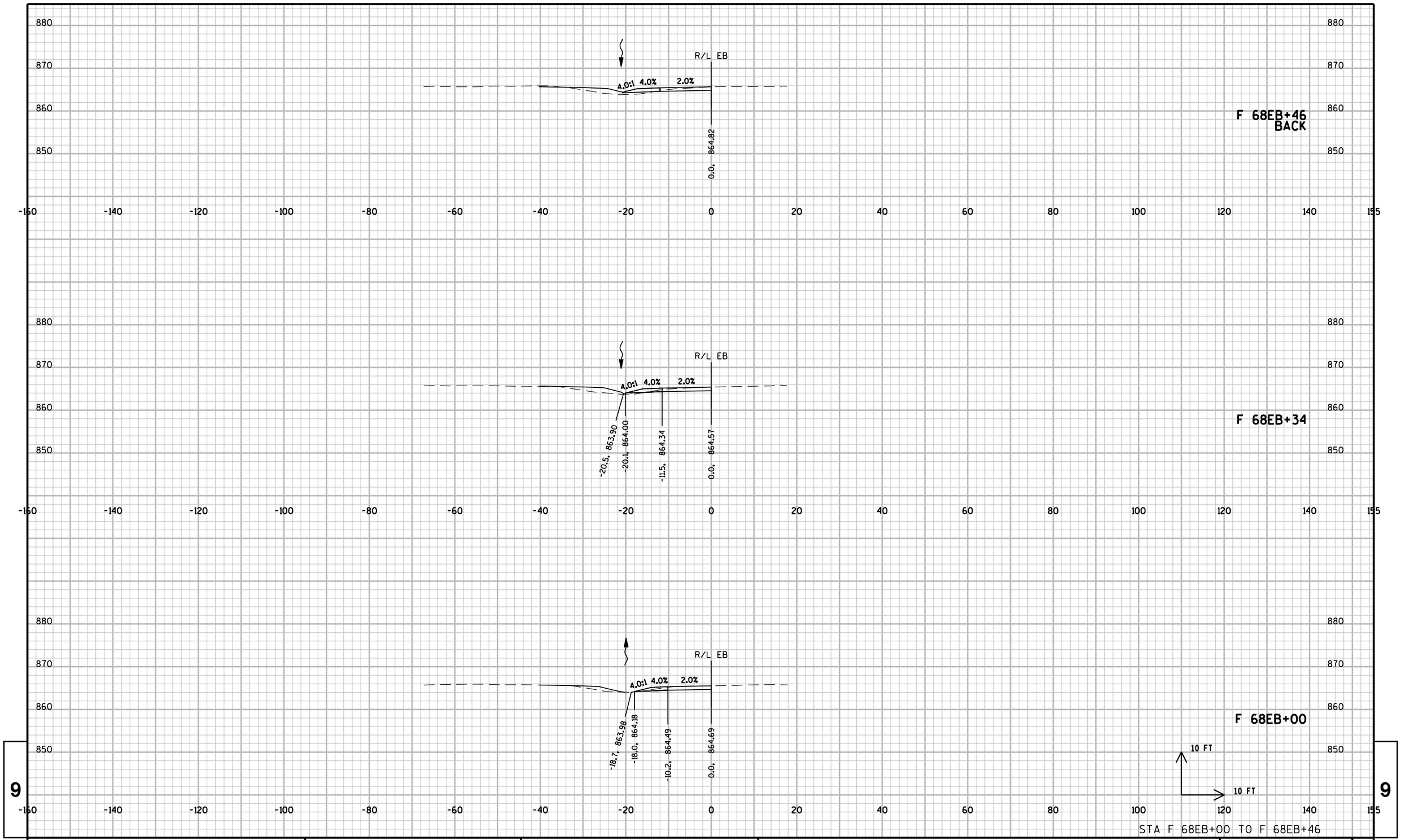
WISDOT/CADDS SHEET 21

STA F 66EB+00 TO F 67EB+96

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-20	SHEET 634	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB20.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

9

STA F 68EB+00 TO F 68EB+46

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-20	SHEET 635	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB20.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

9

9

STA F 69EB+14 TO F 69EB+26

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-21	SHEET 636	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB21.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-21	SHEET	E

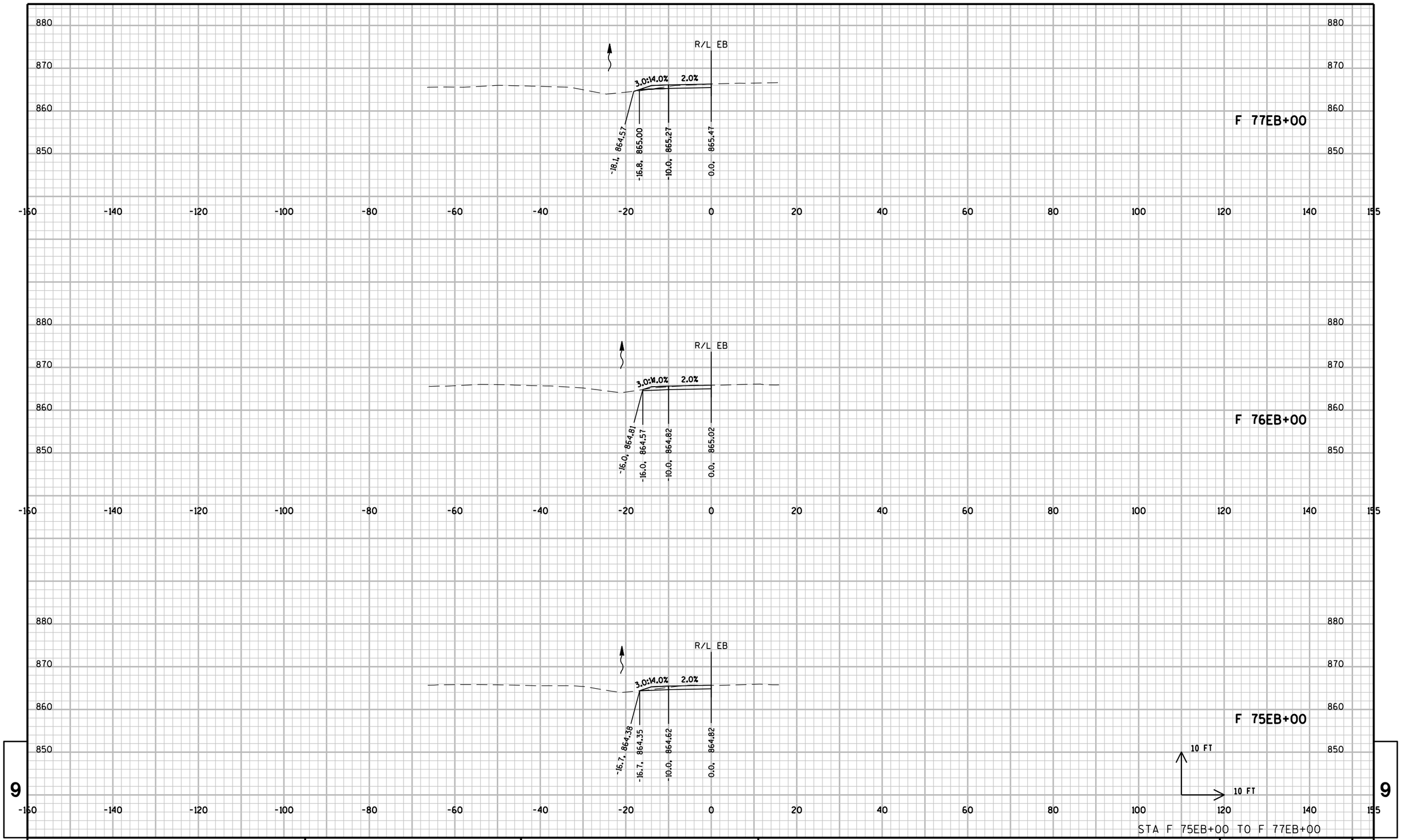
FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB21.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-21	SHEET 638	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB21.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

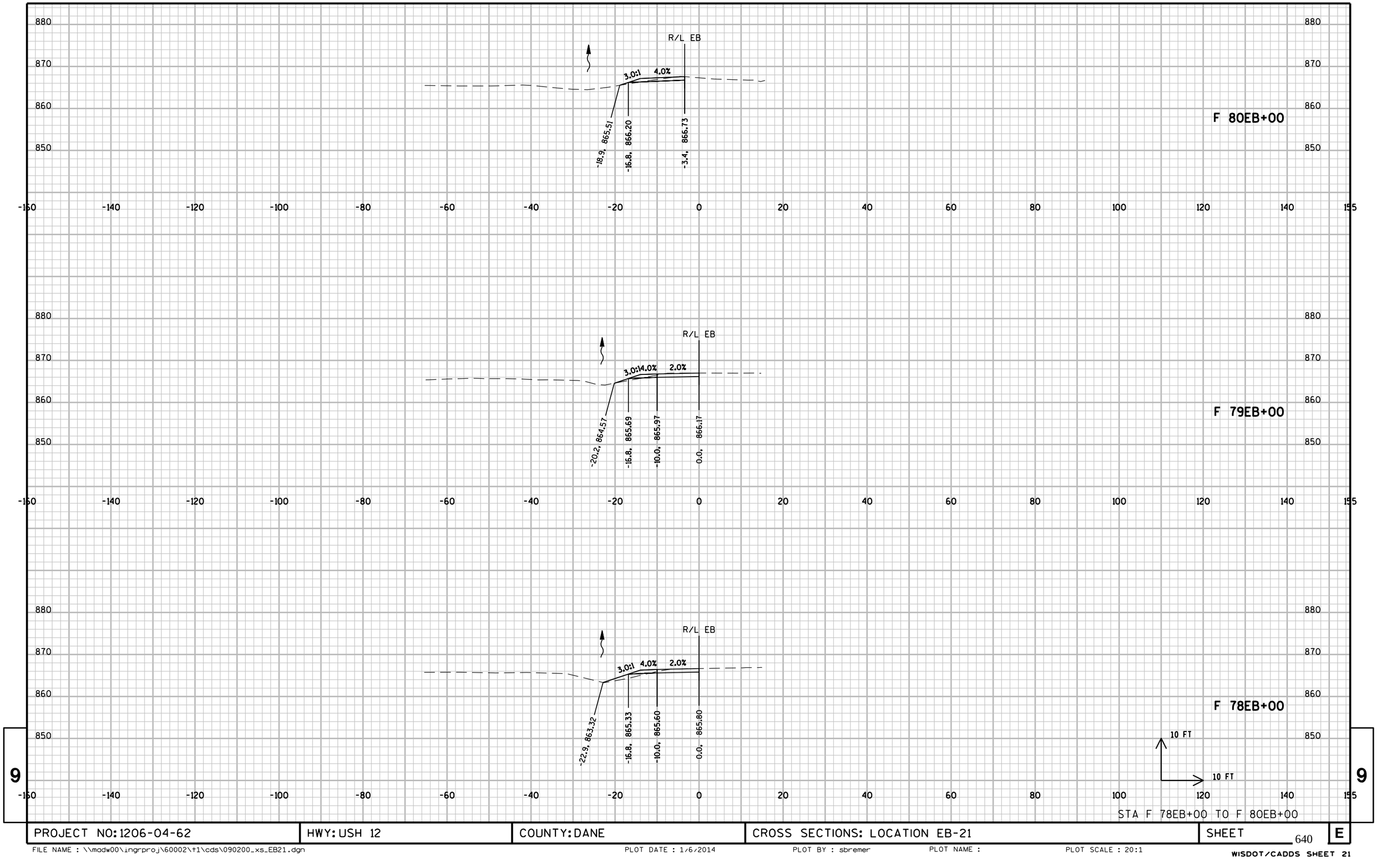
9

STA F 75EB+00 TO F 77EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-21	SHEET 639	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB21.dgn | PLOT DATE : 1/6/2014 | PLOT BY : sbremer | PLOT NAME : | PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

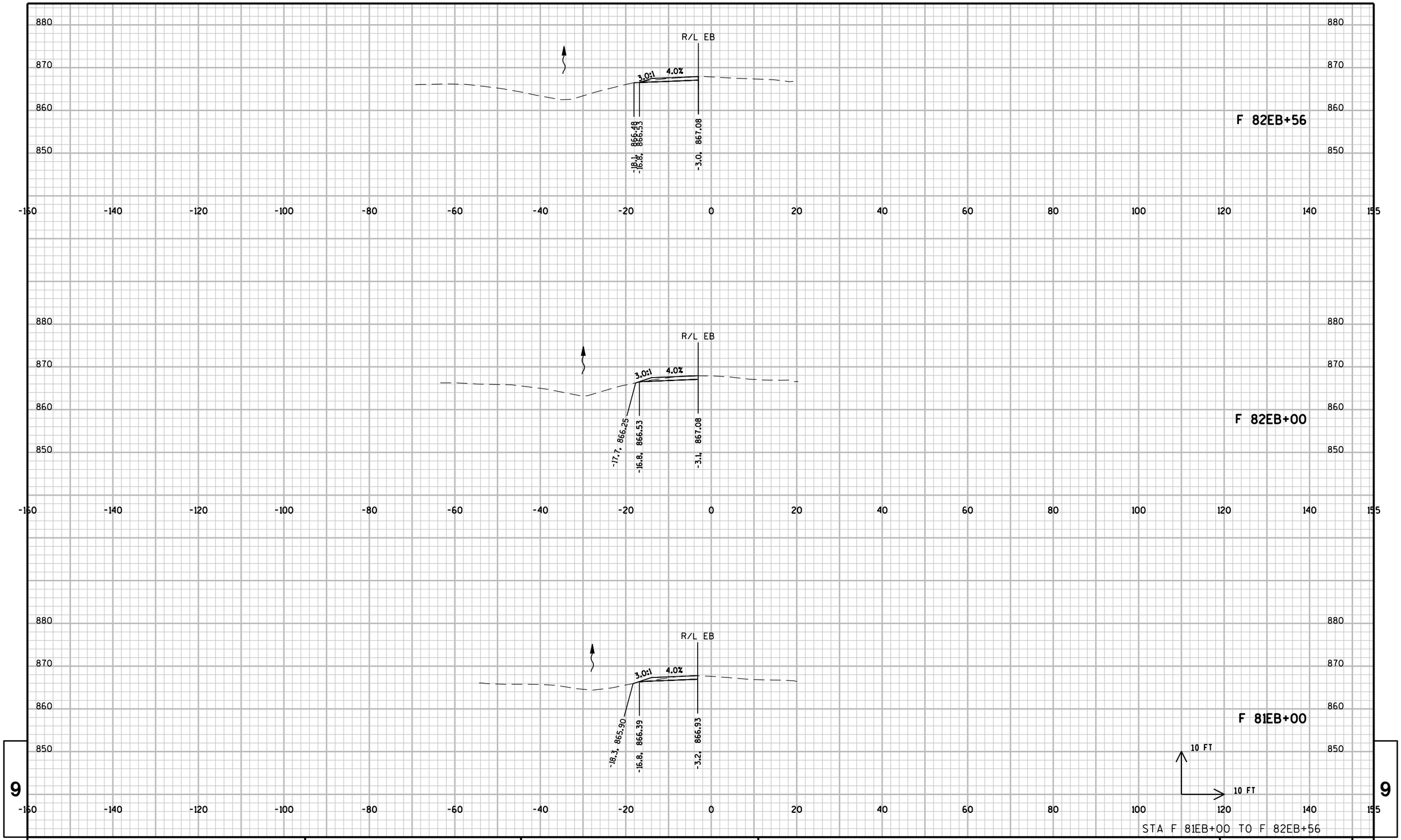
9

STA F 78EB+00 TO F 80EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-21	SHEET 640	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB21.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

9

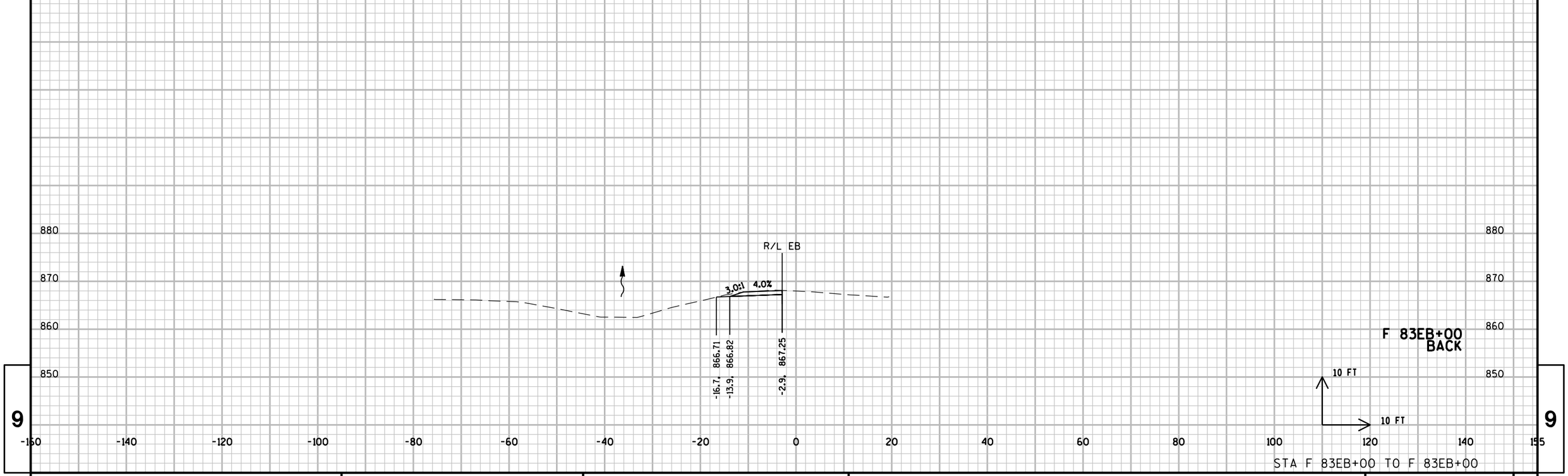
STA F 81EB+00 TO F 82EB+56

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-21	SHEET	E

641

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB21.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-21	SHEET 642	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB21.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

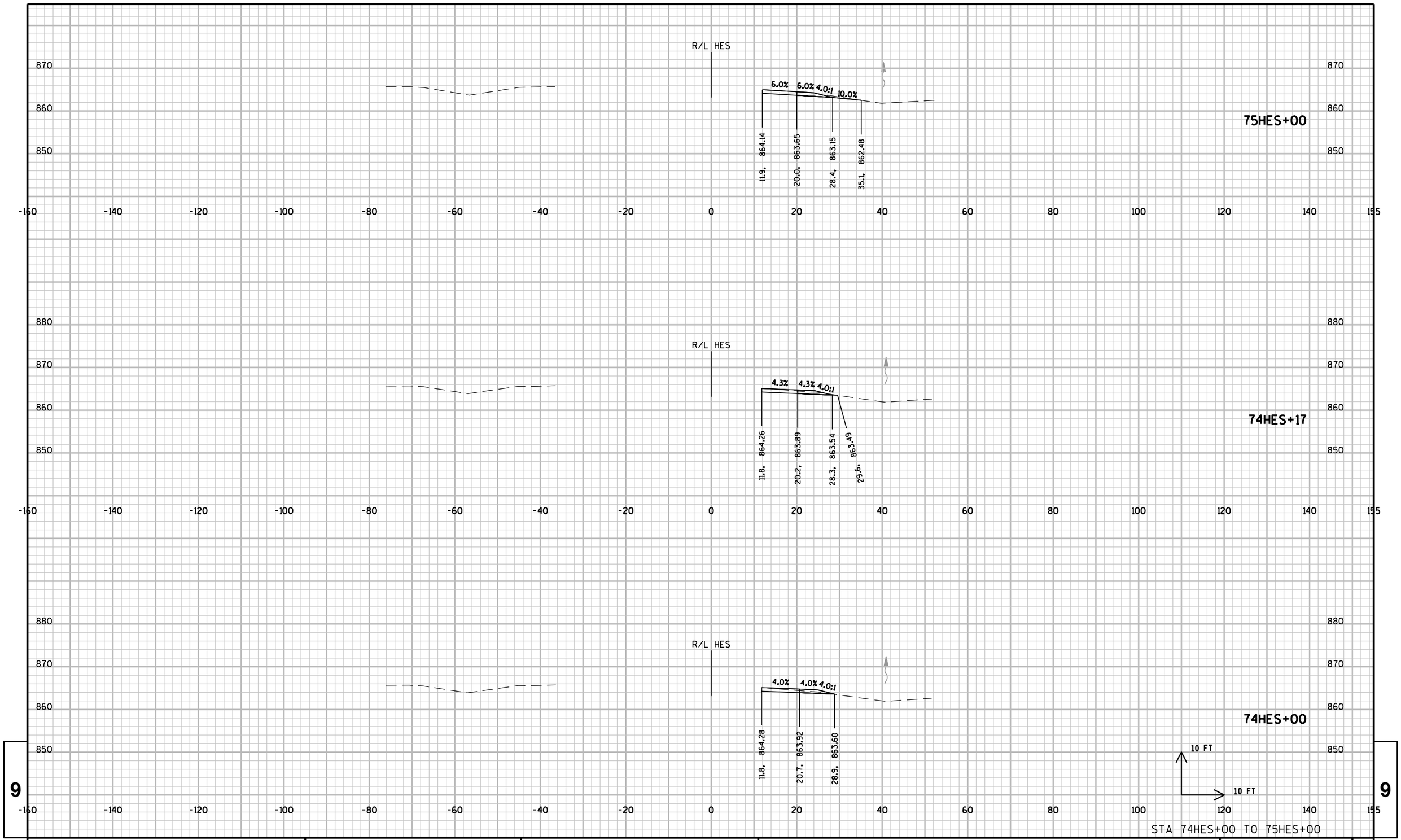
WISDOT/CADDS SHEET 21

STA 73HES+50 TO 73HES+79

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-22	SHEET 643	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB22.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

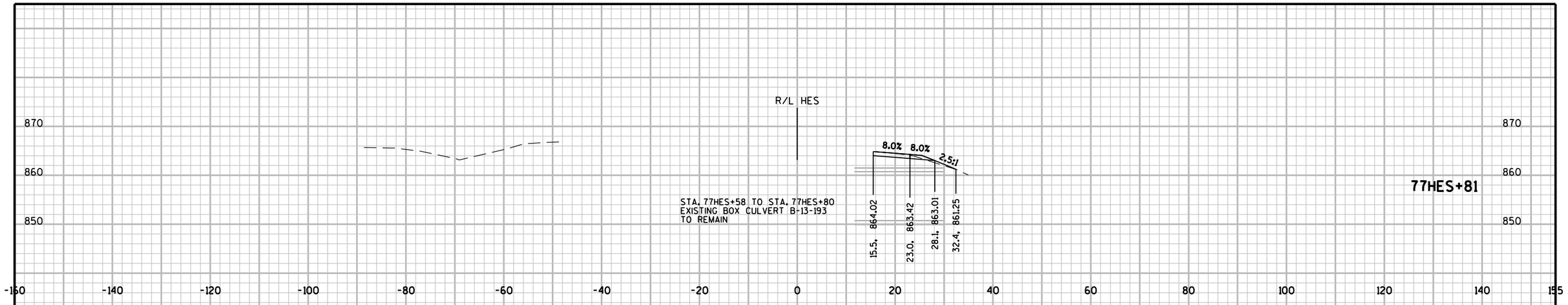
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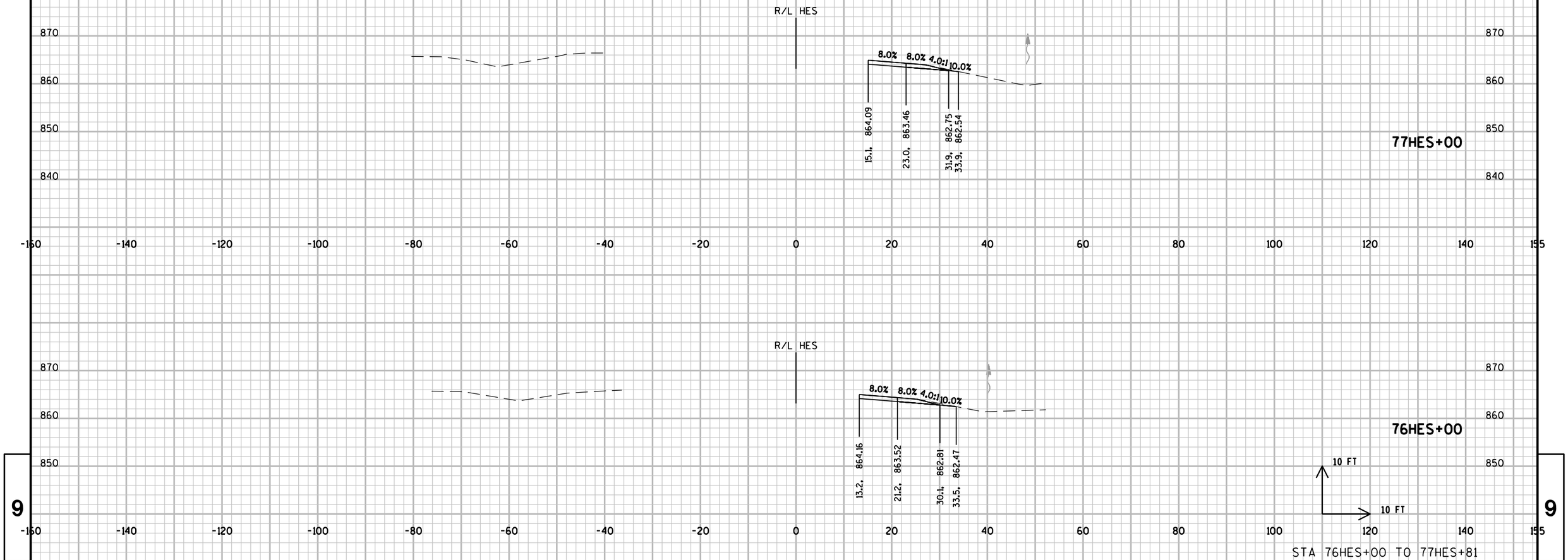
STA 74HES+00 TO 75HES+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-22	SHEET 644	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB22.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21





STA 76HES+00 TO 77HES+81

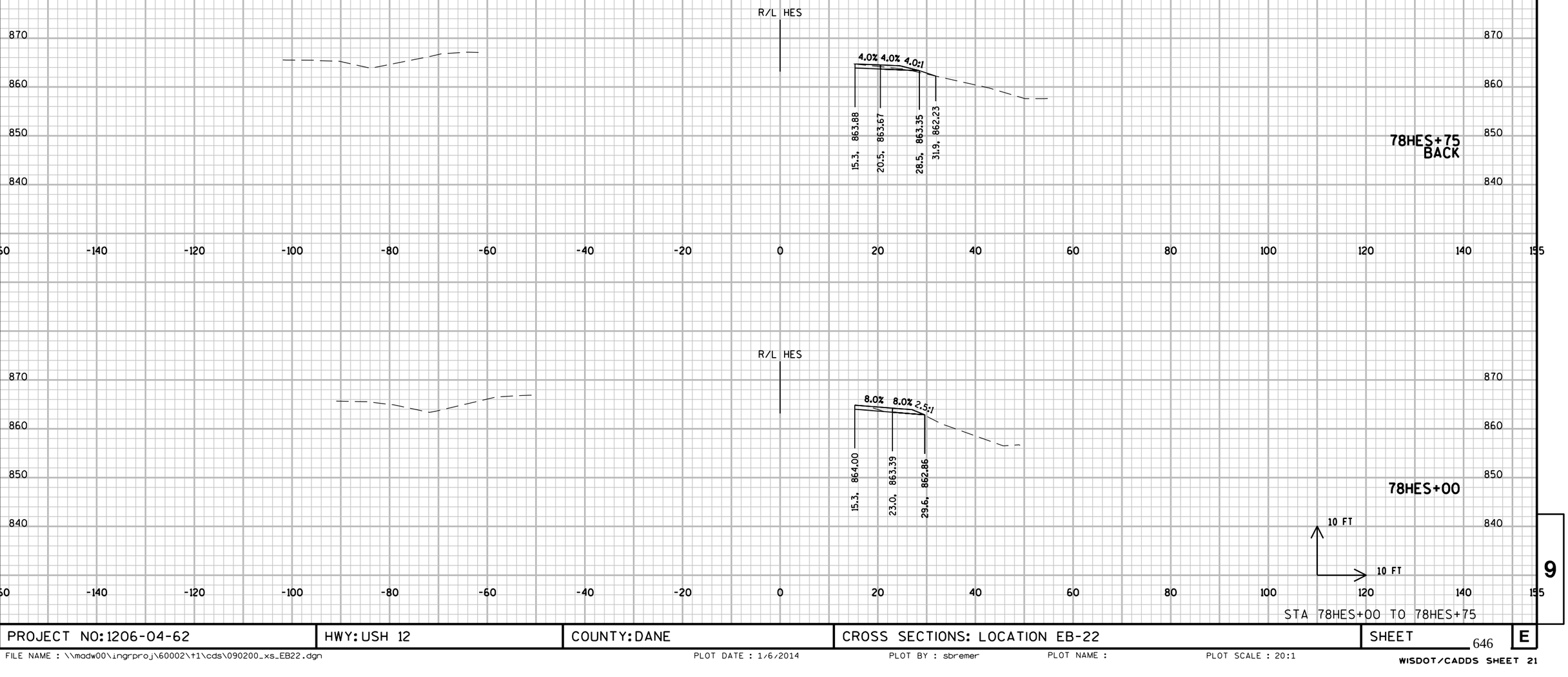
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-22	SHEET 645	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB22.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

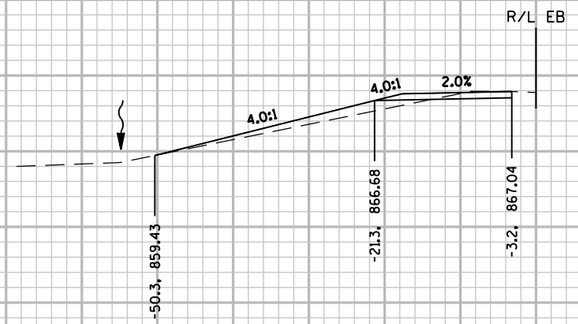


STA 78HES+00 TO 78HES+75

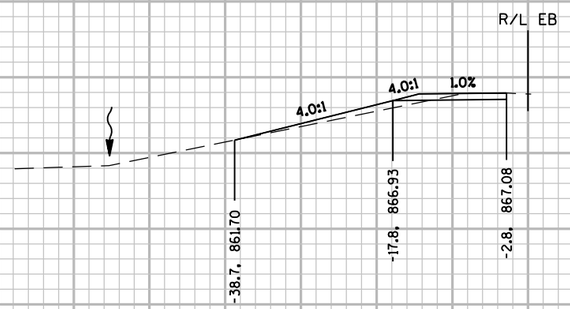
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-22	SHEET 646	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB22.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



F 88EB+00



F 87EB+50
AHEAD

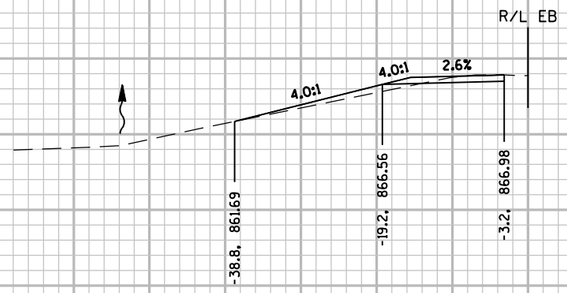
10 FT
10 FT

STA F 87EB+50 TO F 88EB+00

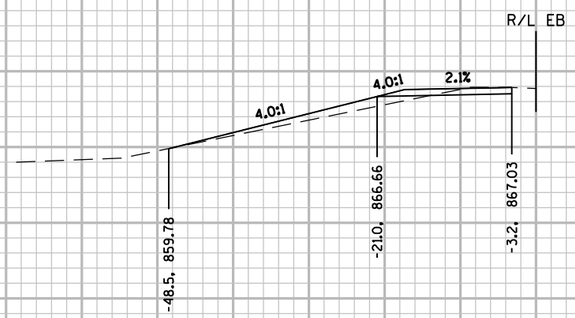
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-23	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB23.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

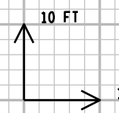
WISDOT/CADDS SHEET 21



F 88EB+29



F 88EB+04



STA F 88EB+04 TO F 88EB+29

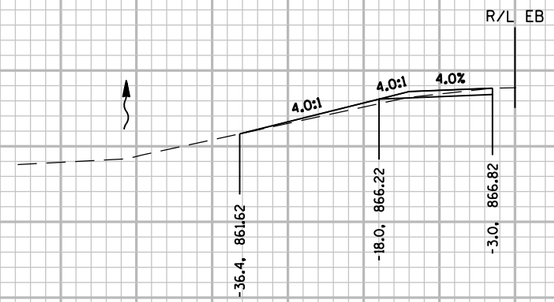
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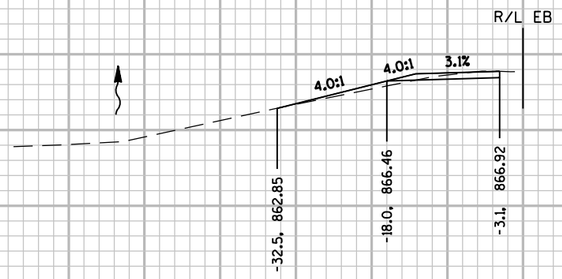
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-23	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB23.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

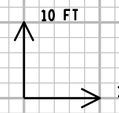
WISDOT/CADDS SHEET 21



F 89EB+00



F 88EB+54

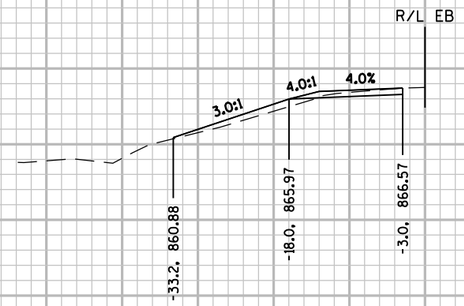


STA F 88EB+54 TO F 89EB+00

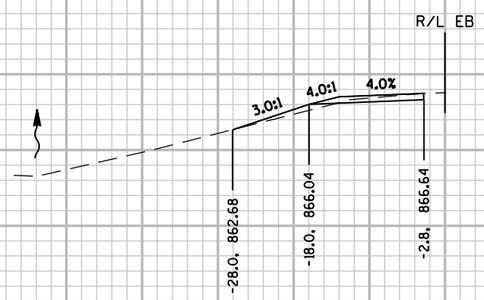
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-23	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB23.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



F 90EB+69



F 90EB+00

10 FT

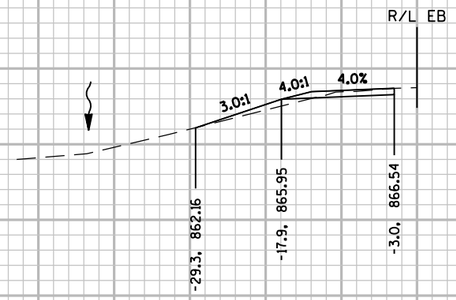
10 FT

STA F 90EB+00 TO F 90EB+69

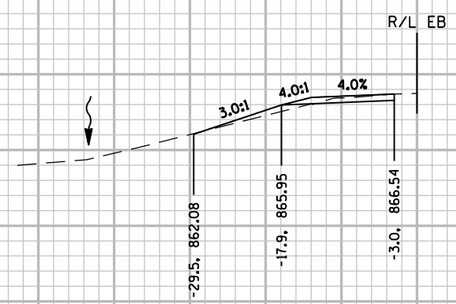
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-23	SHEET 650	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB23.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



F 91EB+00



F 90EB+99

10 FT

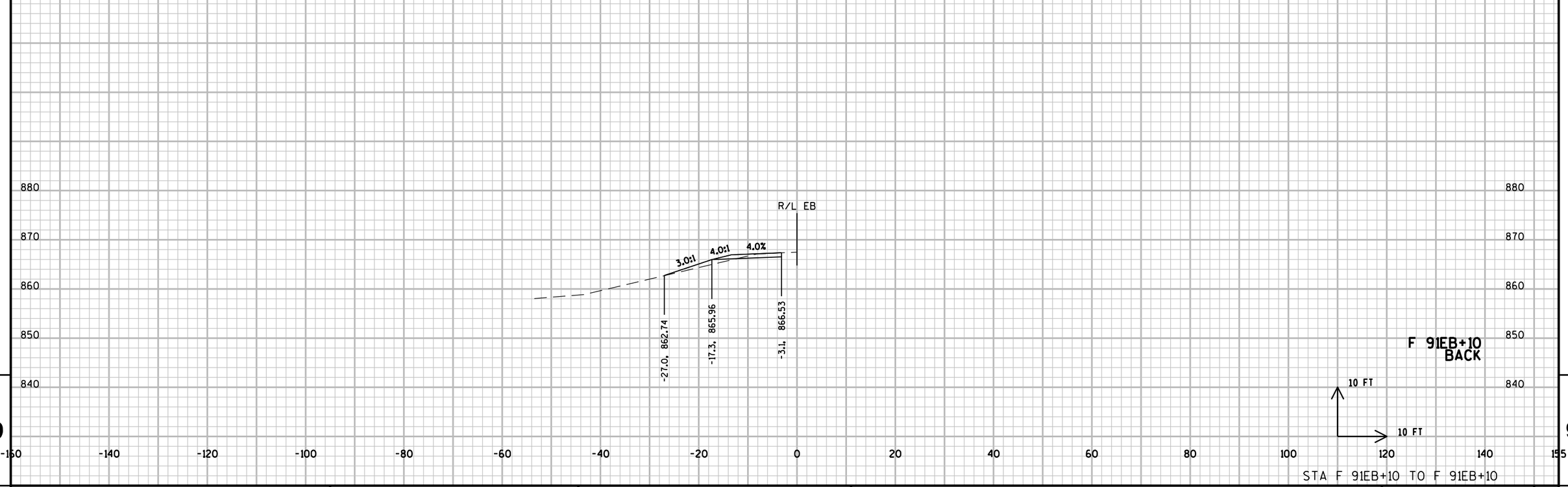
10 FT

STA F 90EB+99 TO F 91EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-23	SHEET 651	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB23.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



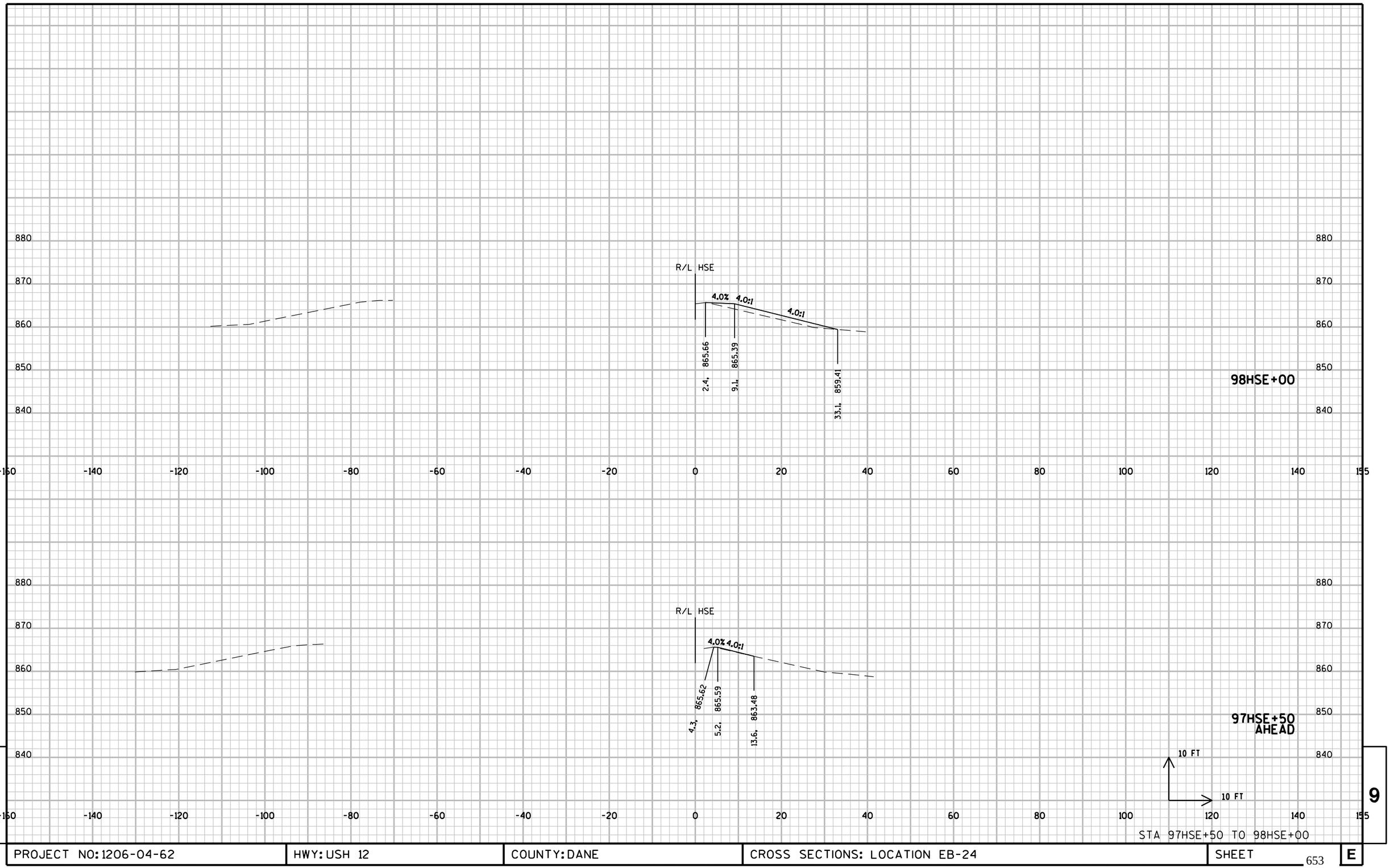
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9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-23	SHEET 652	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB23.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



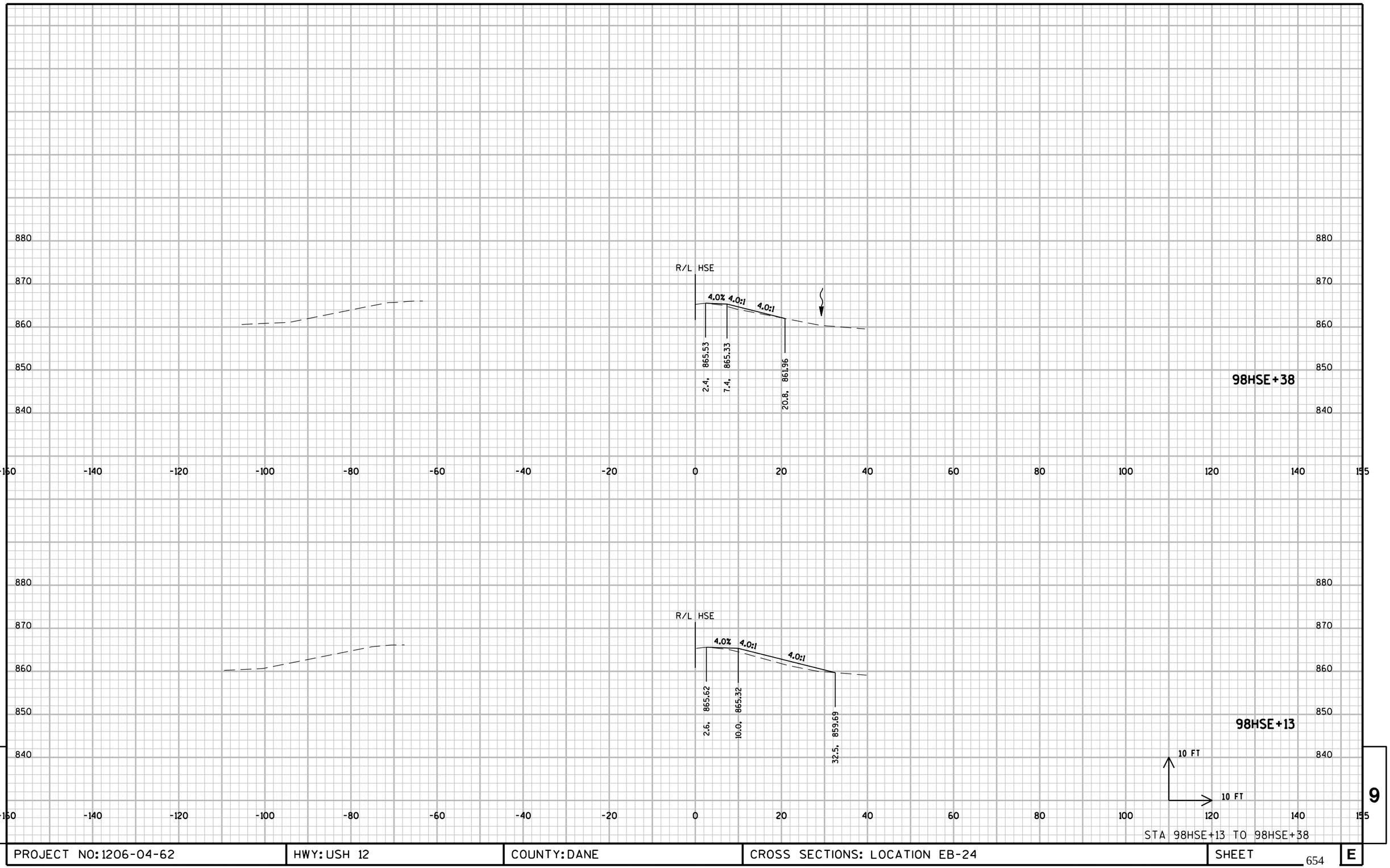
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-24	SHEET 653	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB24.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 98HSE+13 TO 98HSE+38

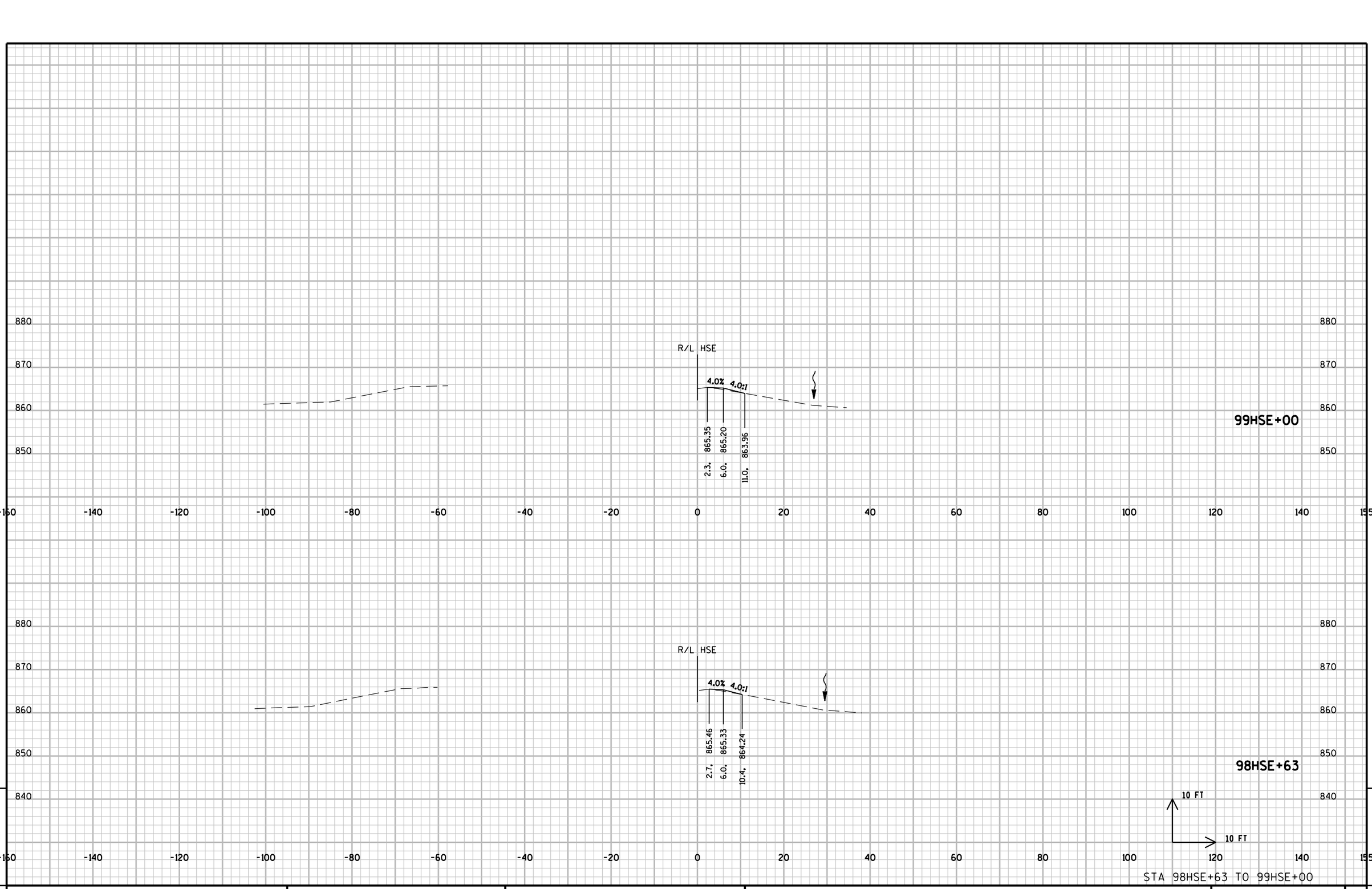
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-24	SHEET 654	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB24.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

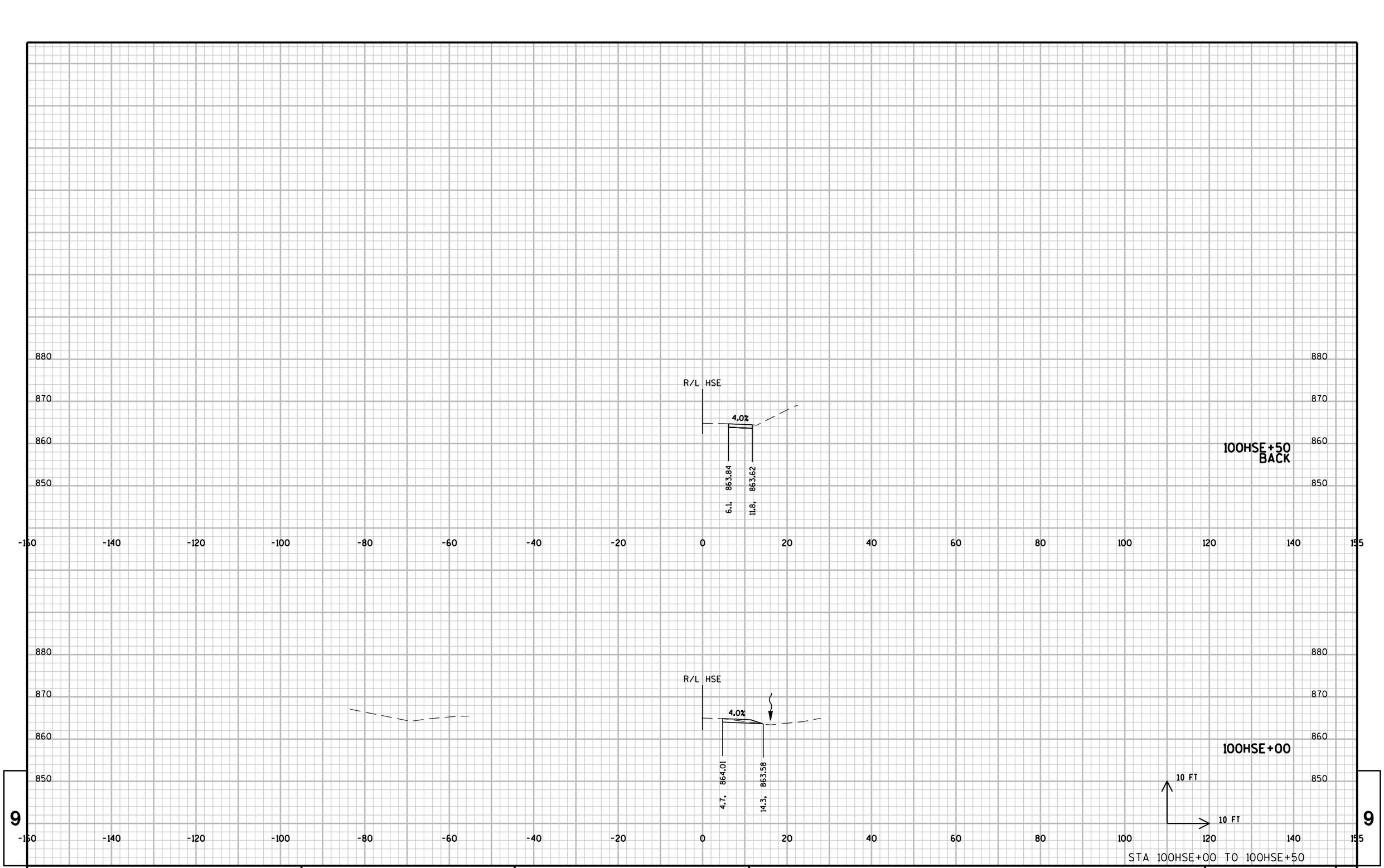


STA 98HSE+63 TO 99HSE+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-24	SHEET 655	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB24.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

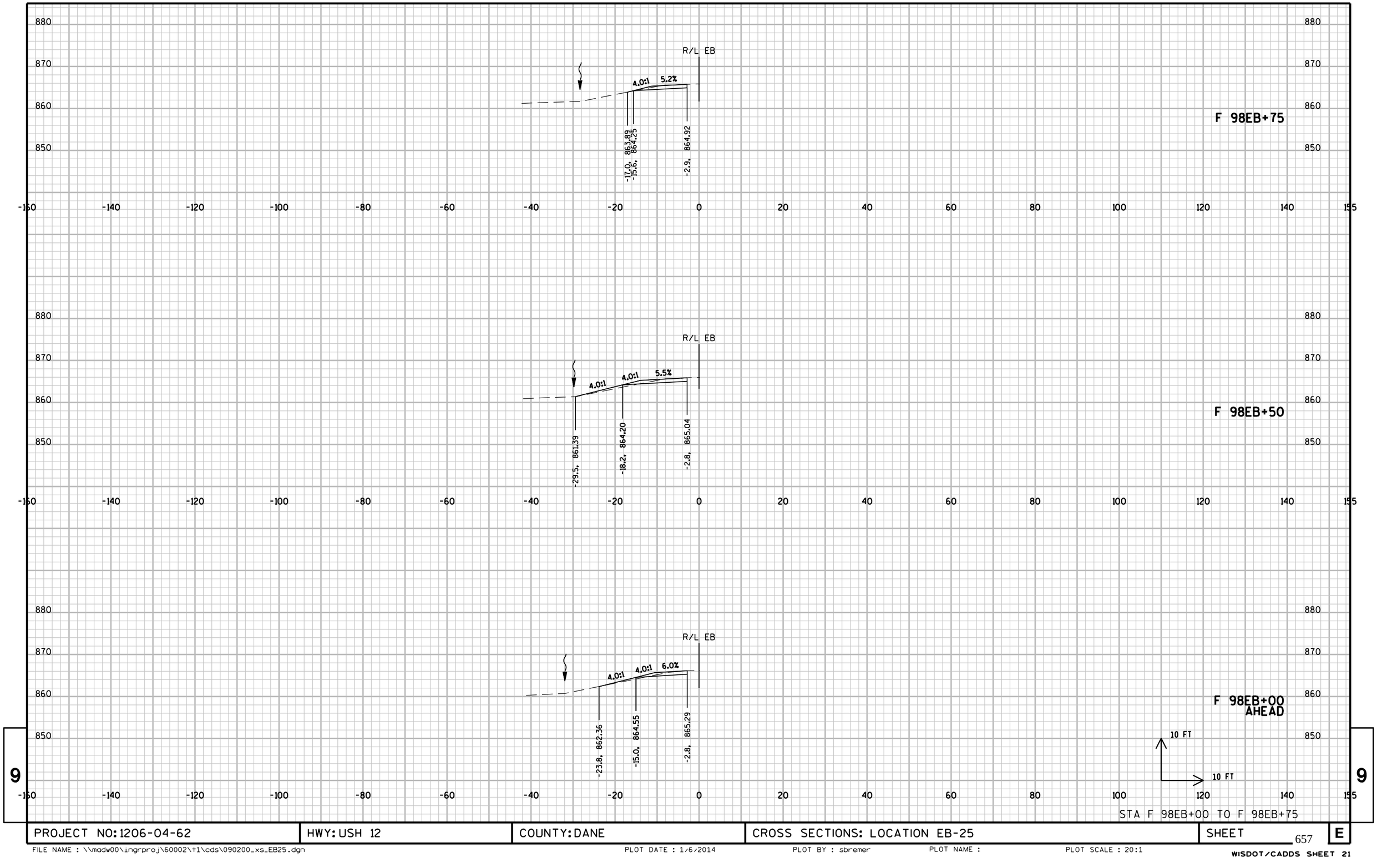
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STA 100HSE+00 TO 100HSE+50

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-24	SHEET 656	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB24.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

9

STA F 98EB+00 TO F 98EB+75

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-25	SHEET 657	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB25.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

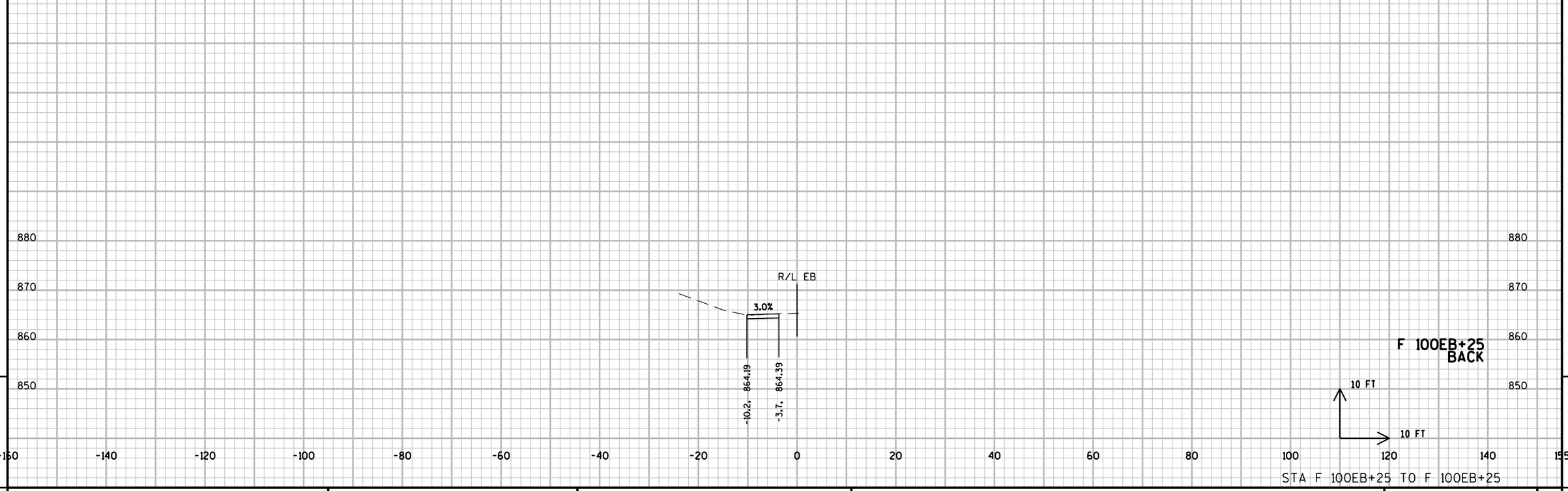
WISDOT/CADDS SHEET 21

STA F 99EB+00 TO F 100EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-25	SHEET 658	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB25.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



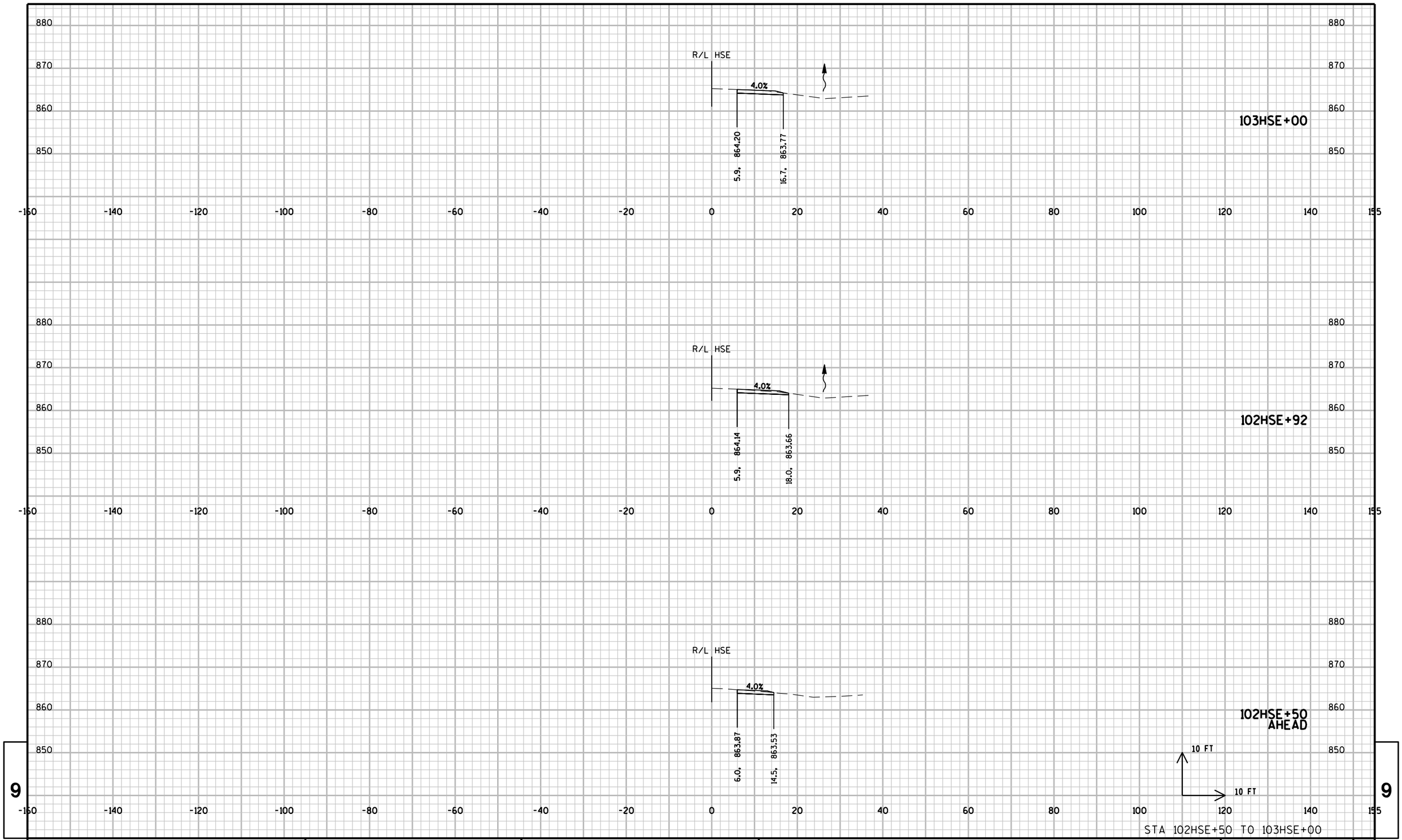
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-25	SHEET 659	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB25.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

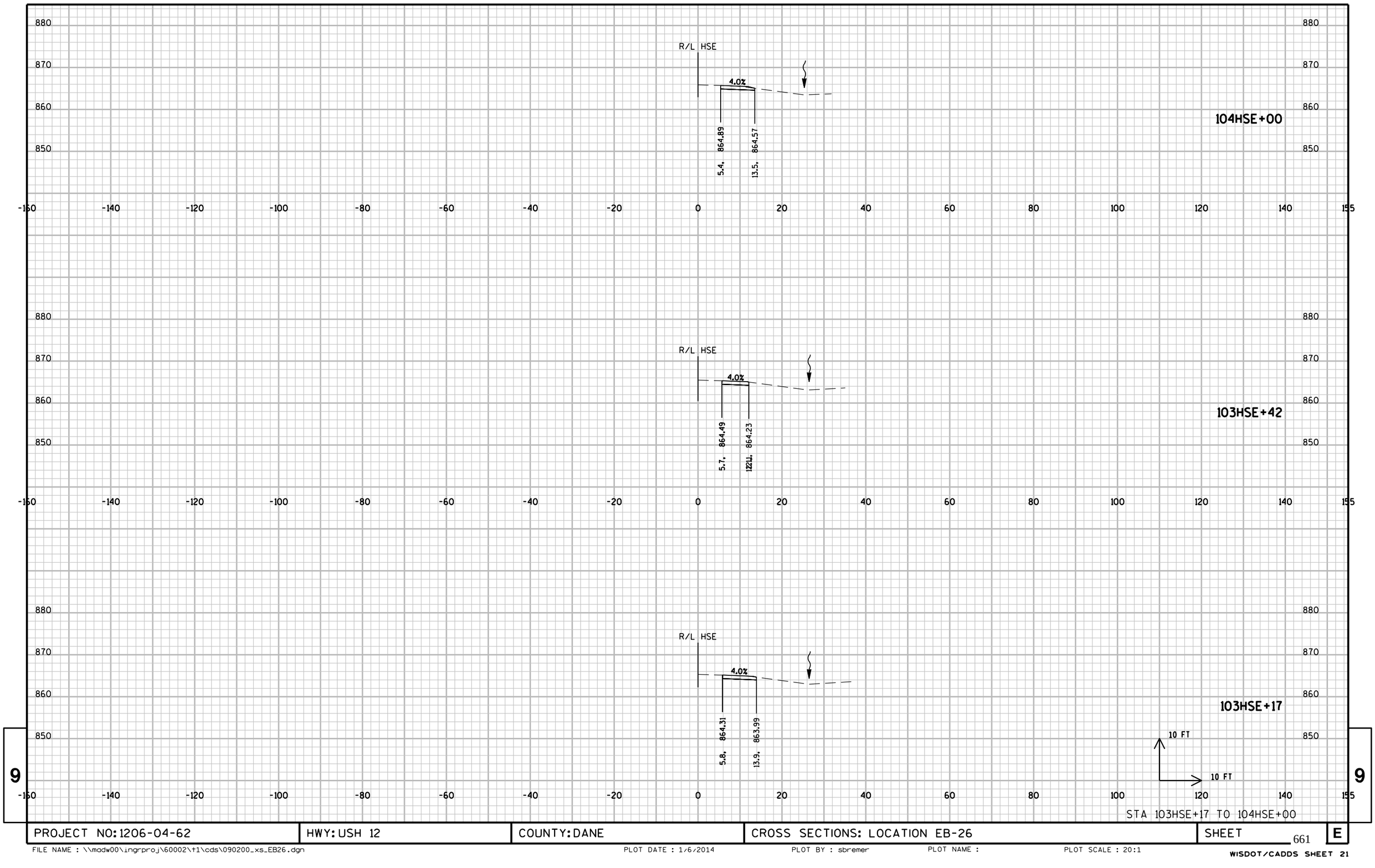


STA 102HSE+50 TO 103HSE+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-26	SHEET 660	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB26.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 103HSE+17 TO 104HSE+00

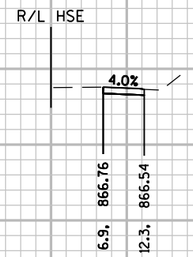
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9

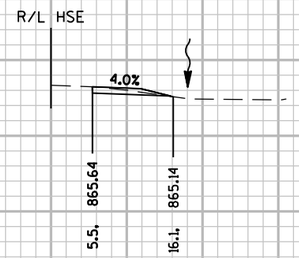
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-26	SHEET 661	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB26.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

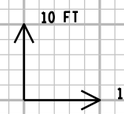
WISDOT/CADDS SHEET 21



105HSE+75
BACK



105HSE+00

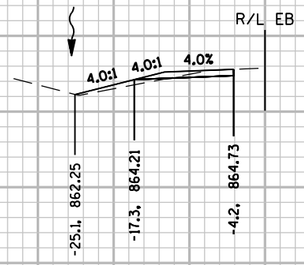


STA 105HSE+00 TO 105HSE+75

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-26	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB26.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

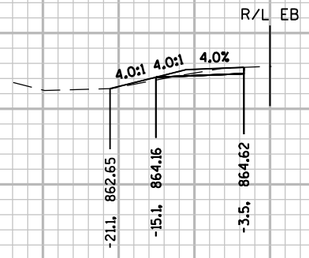
WISDOT/CADDS SHEET 21



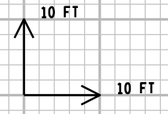
F 103EB+00



F 102EB+91



F 102EB+50



STA F 102EB+50 TO F 103EB+00

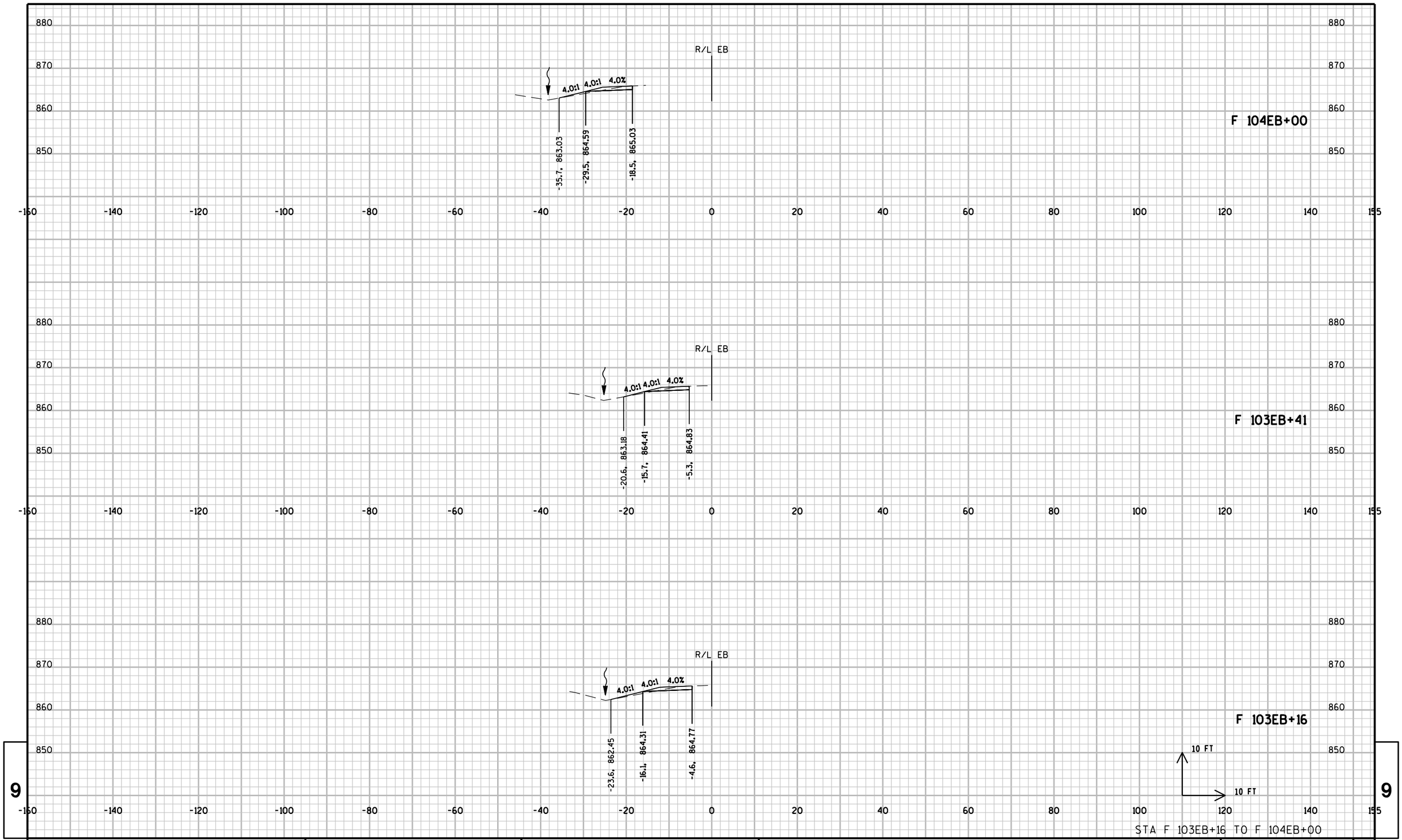
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9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-27	SHEET 663	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB27.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

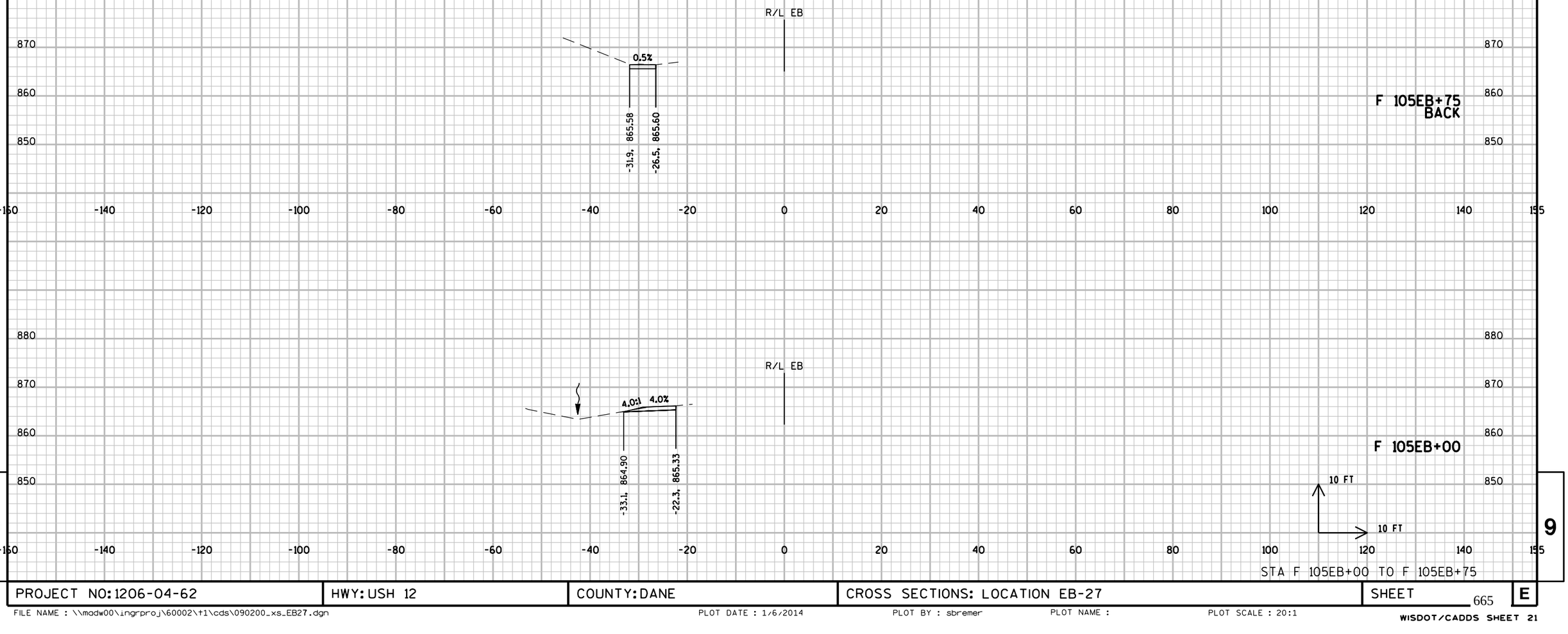
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STA F 103EB+16 TO F 104EB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-27	SHEET 664	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB27.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

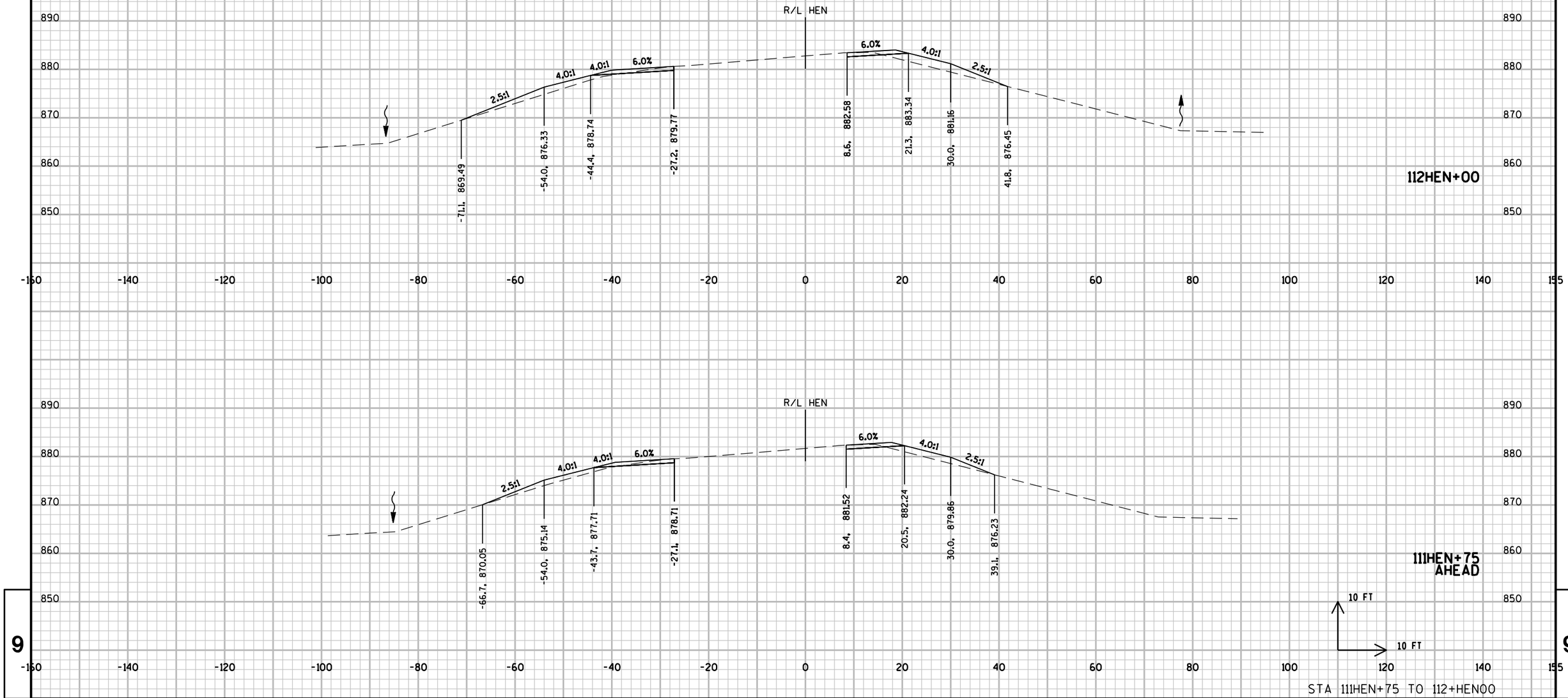
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STA F 105EB+00 TO F 105EB+75

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB-27	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB27.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



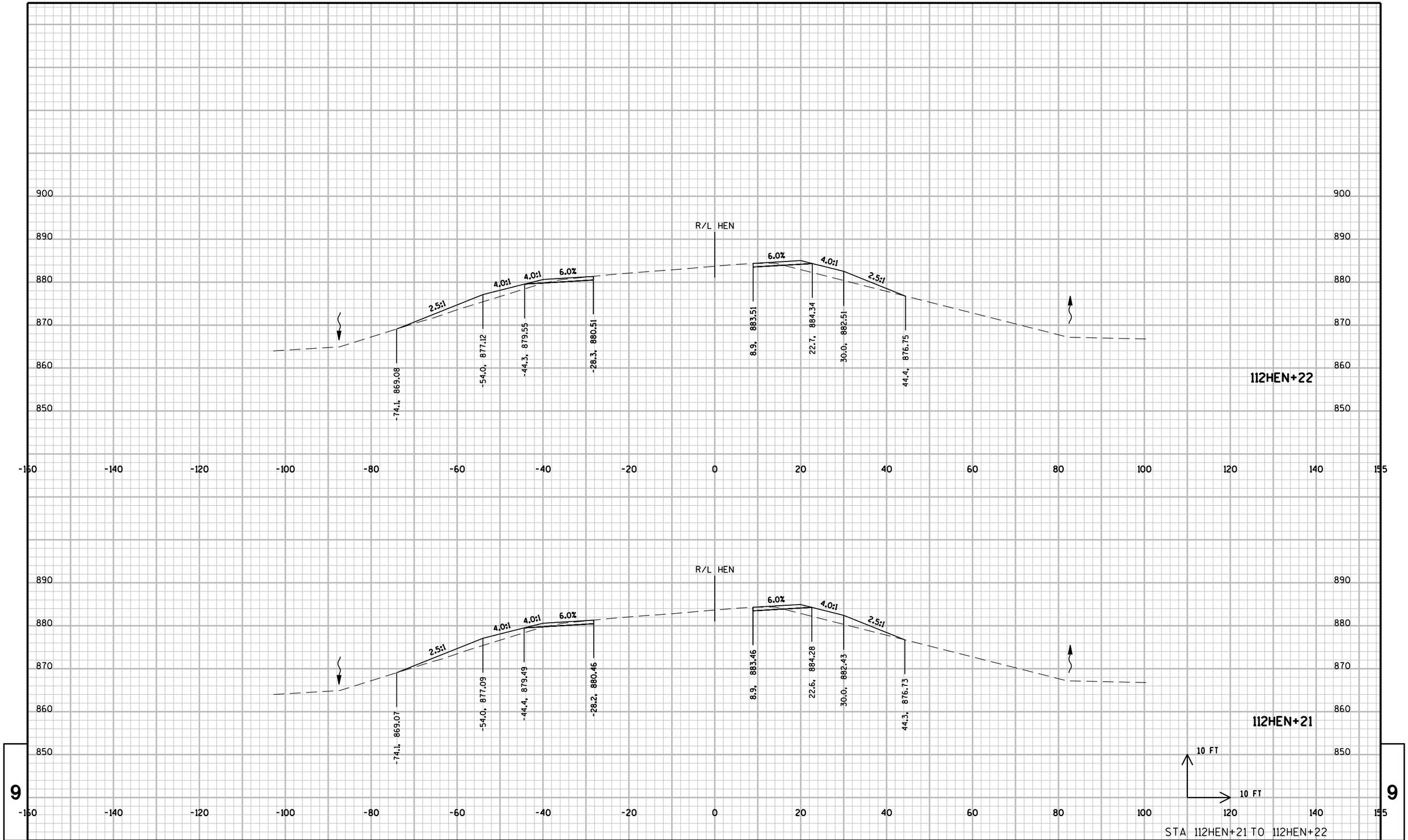
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB28-29	SHEET 666	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB28-29.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

9

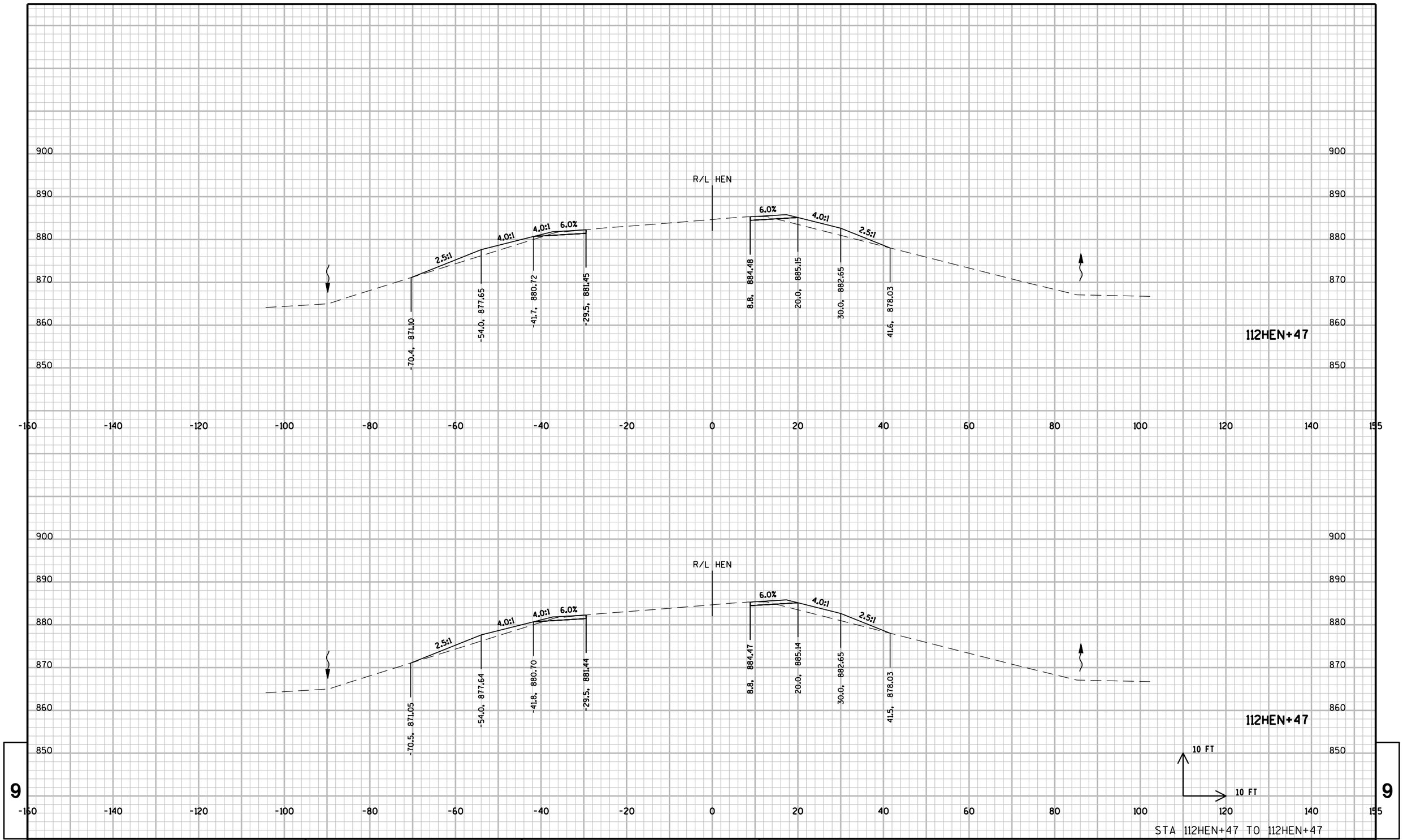
STA 112HEN+21 TO 112HEN+22

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB28-29	SHEET	E

667

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB28-29.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

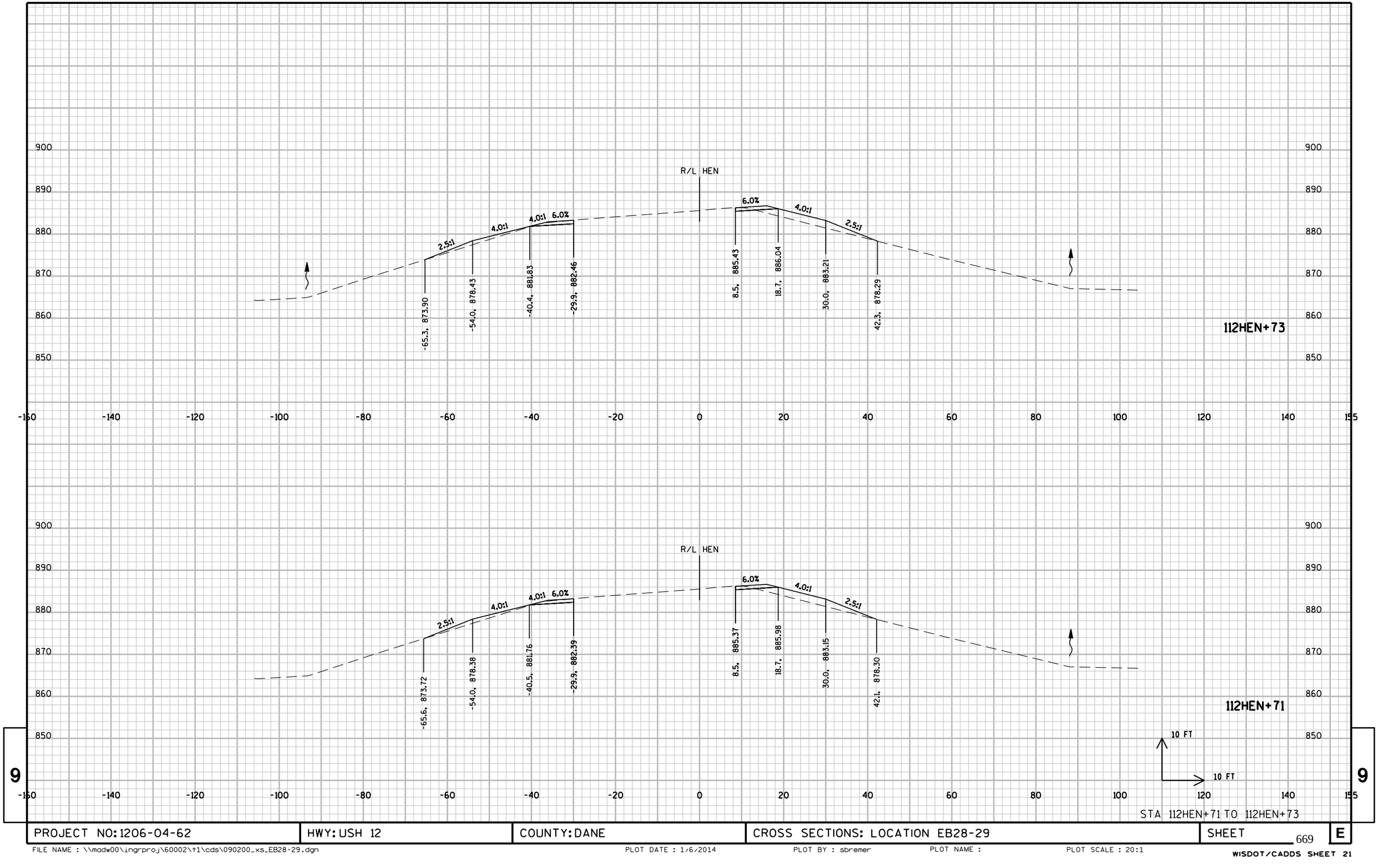


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STA 112HEN+47 TO 112HEN+47

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB28-29	SHEET 668	E

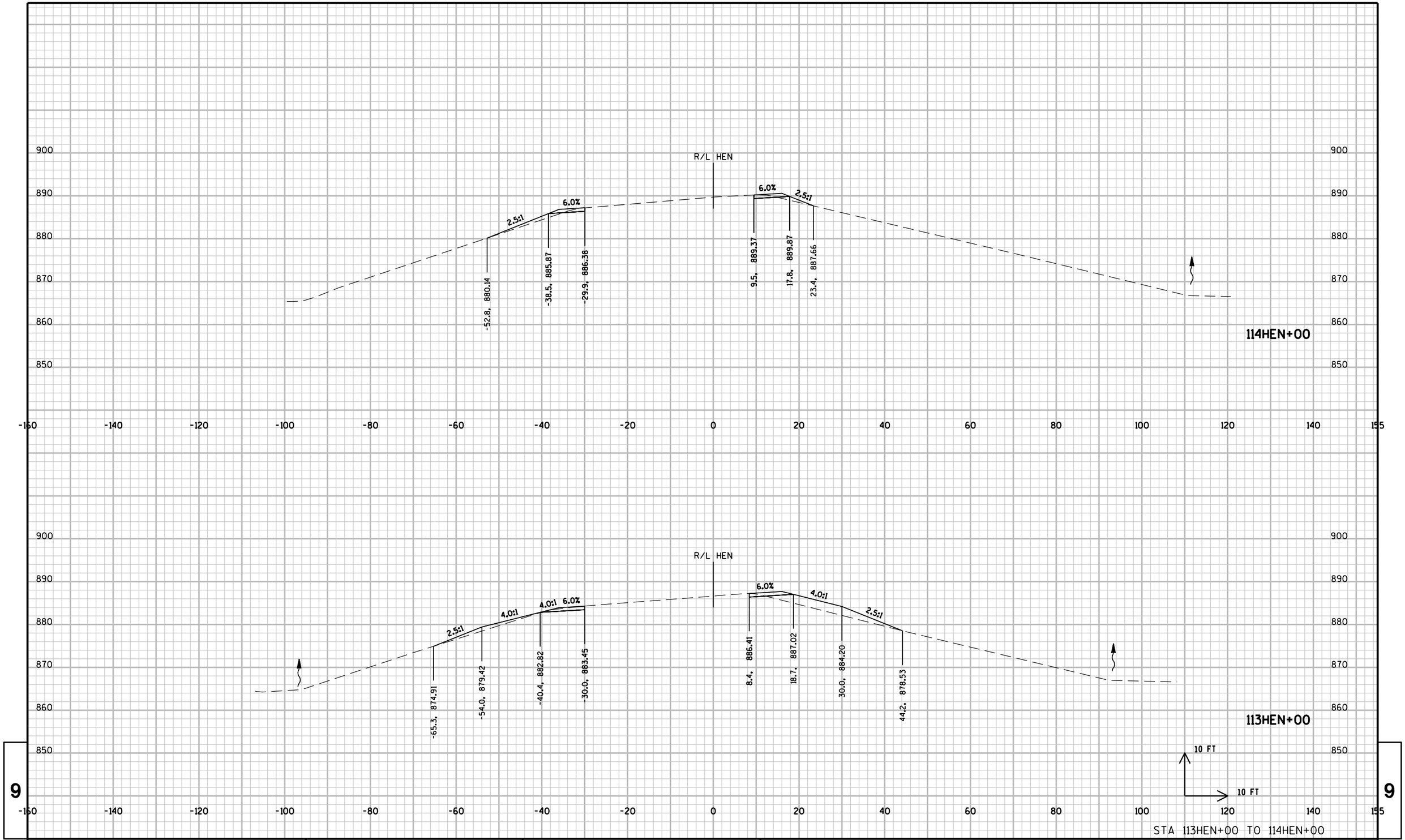


STA 112HEN+71 TO 112HEN+73

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB28-29	SHEET 669	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB28-29.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

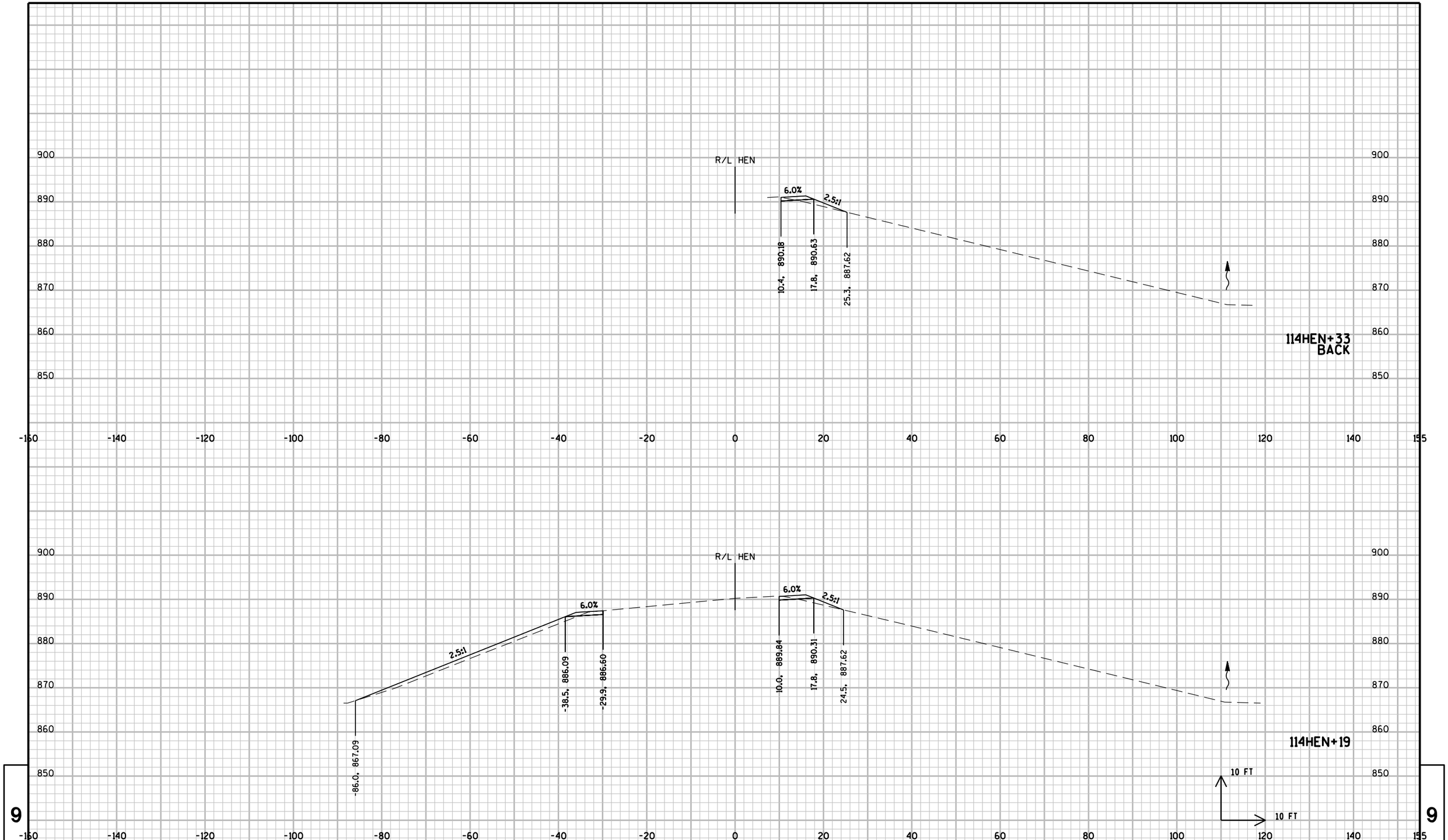
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STA 113HEN+00 TO 114HEN+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB28-29	SHEET 670	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB28-29.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

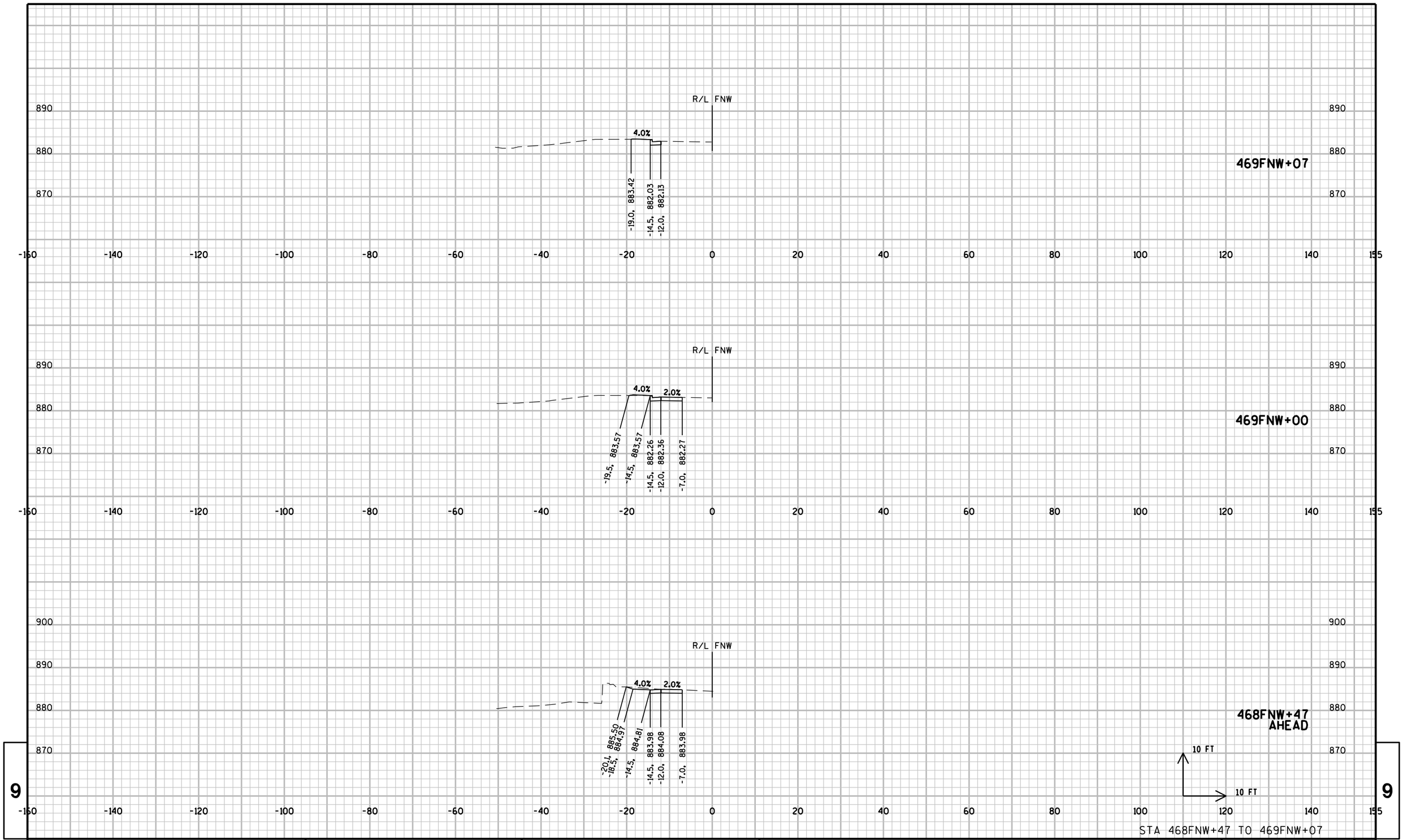


STA 114HEN+19 TO 114HEN+33

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION EB28-29	SHEET 671	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_EB28-29.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 468FNW+47 TO 469FNW+07

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-01	SHEET 672	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB01.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

STA 469FNW+38 TO 469FNW+88

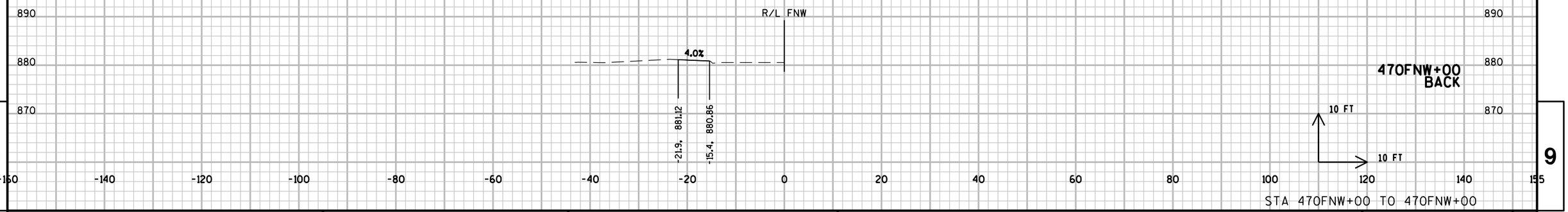
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-01	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB01.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

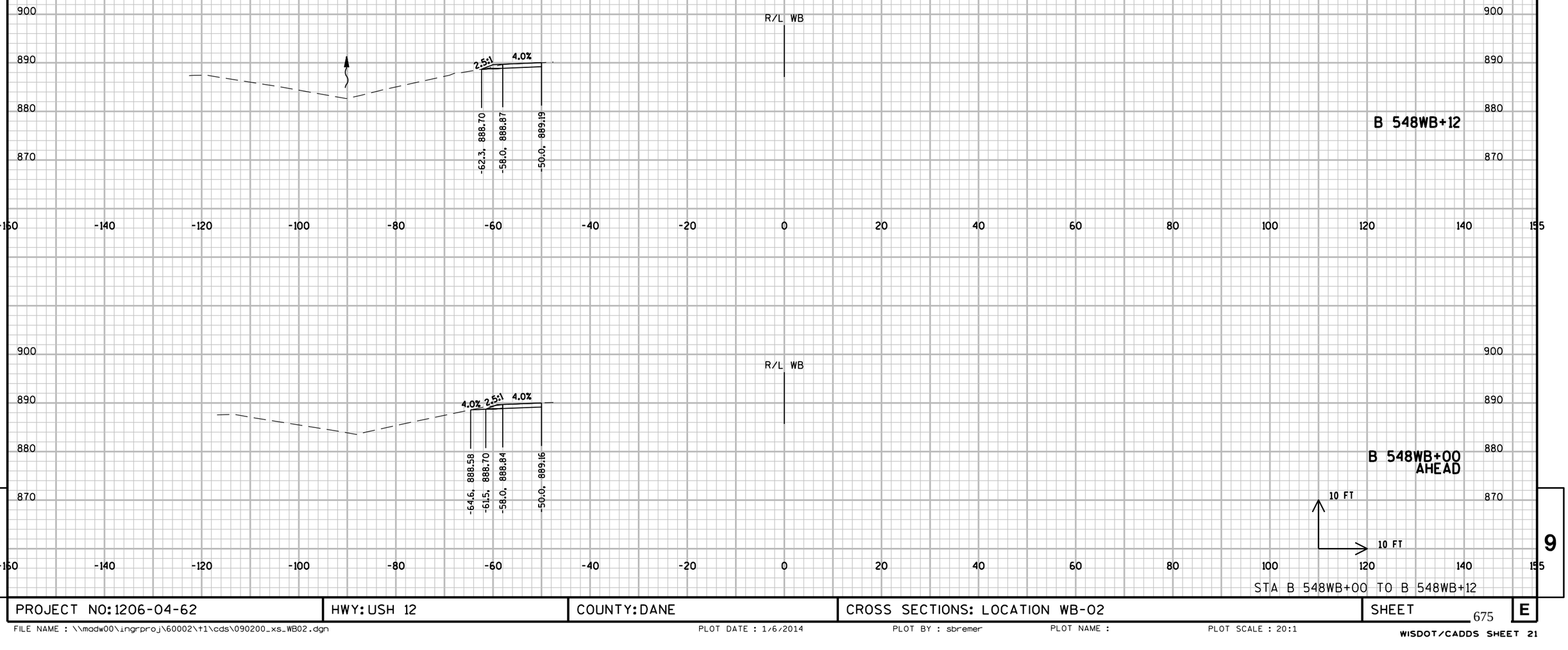
WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-01	SHEET 674	E



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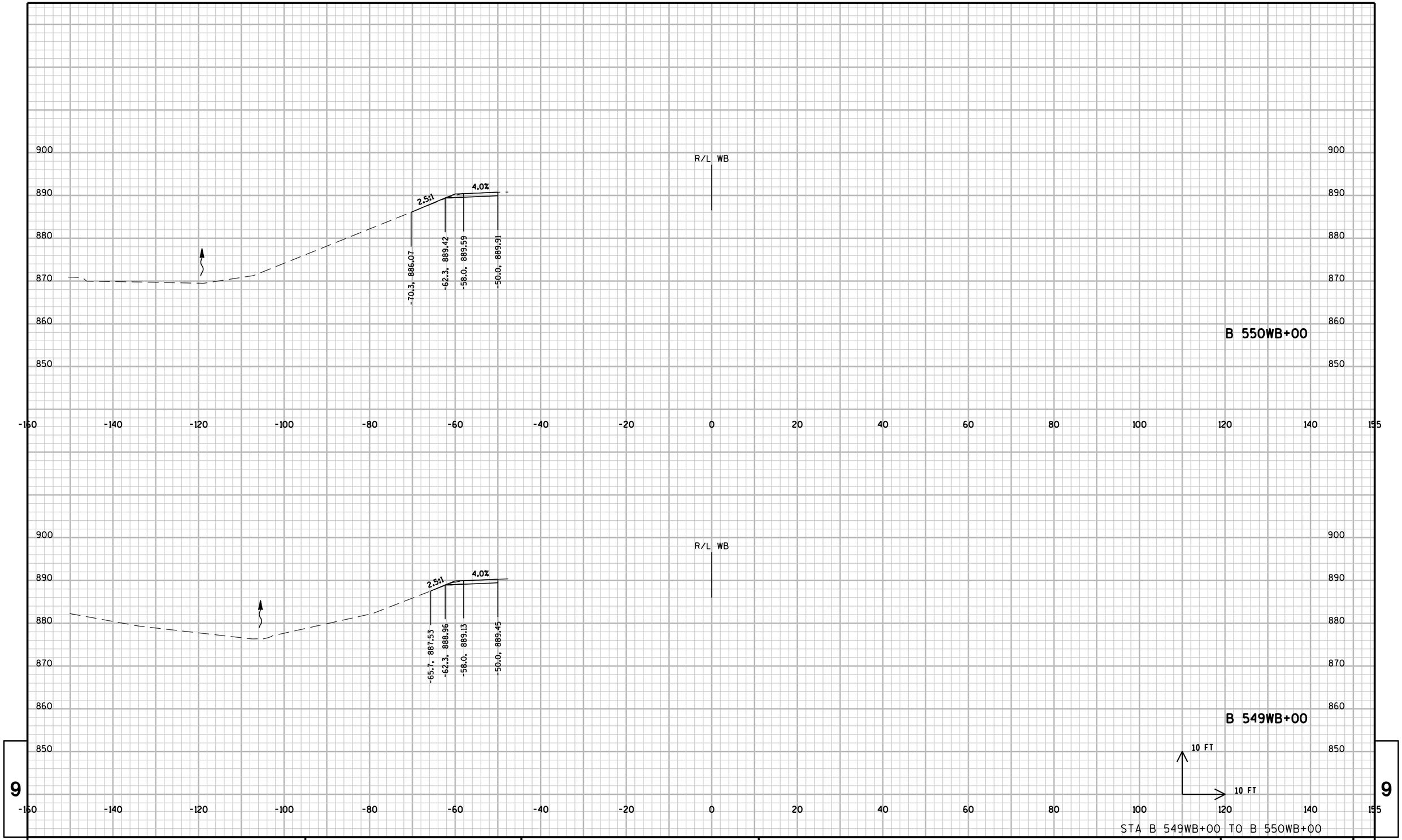
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STA B 548WB+00 TO B 548WB+12

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-02	SHEET 675	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB02.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

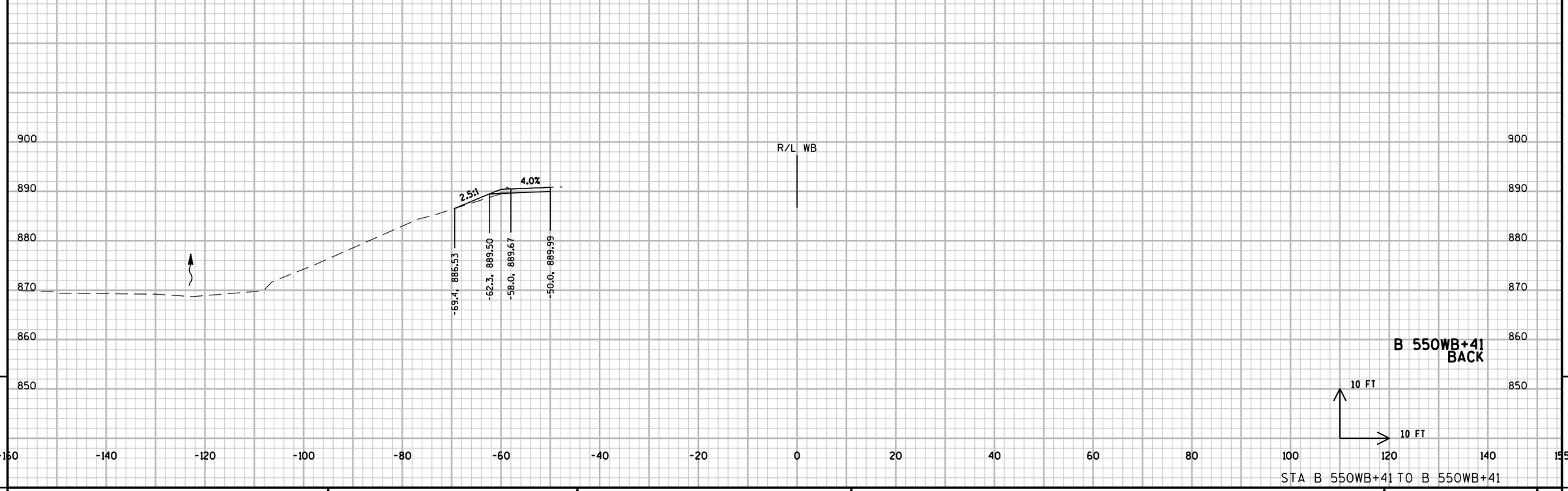


STA B 549WB+00 TO B 550WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-02	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB02.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

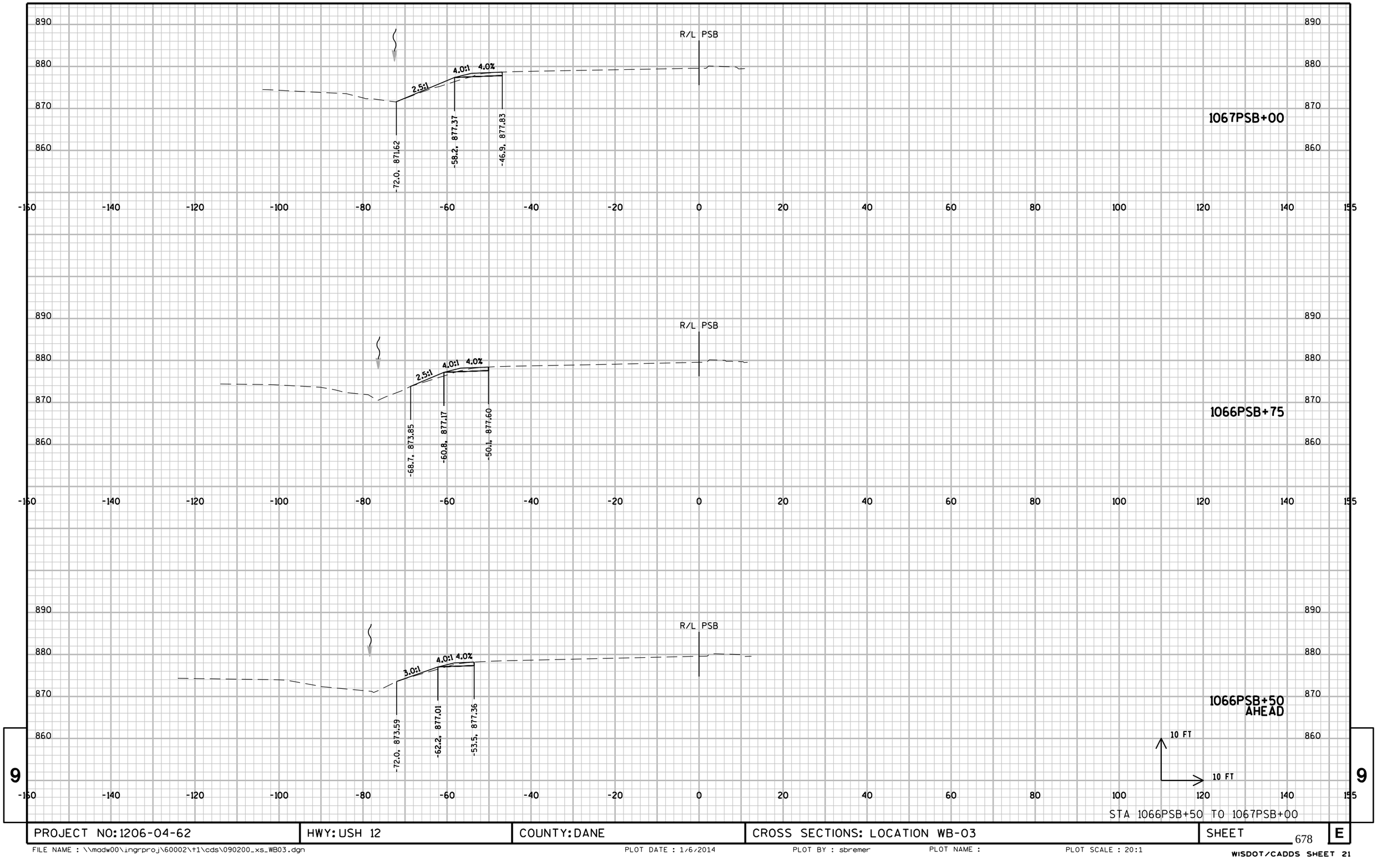
WISDOT/CADDS SHEET 21



9

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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-02	SHEET 677	E



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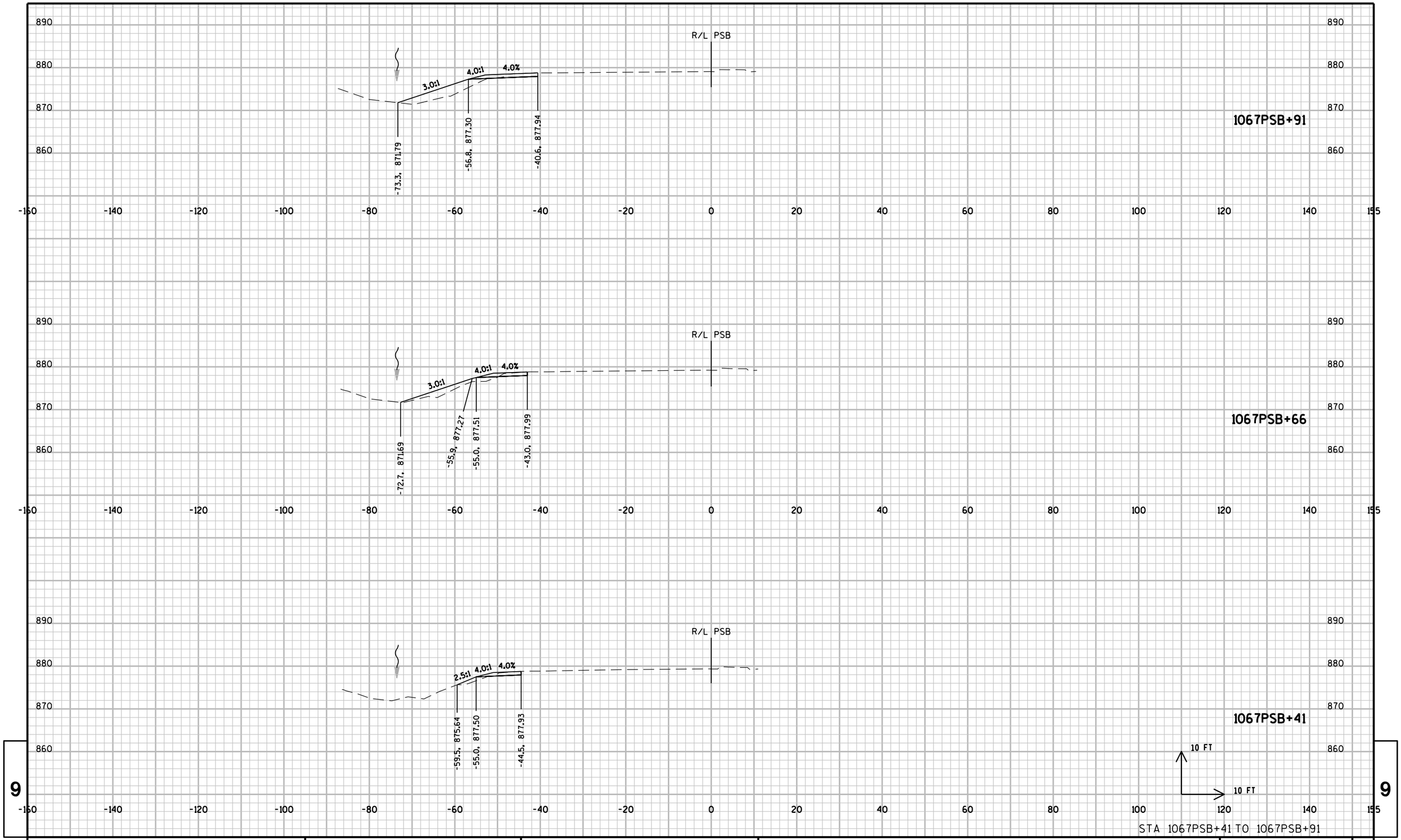
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STA 1066PSB+50 TO 1067PSB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-03	SHEET 678	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB03.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

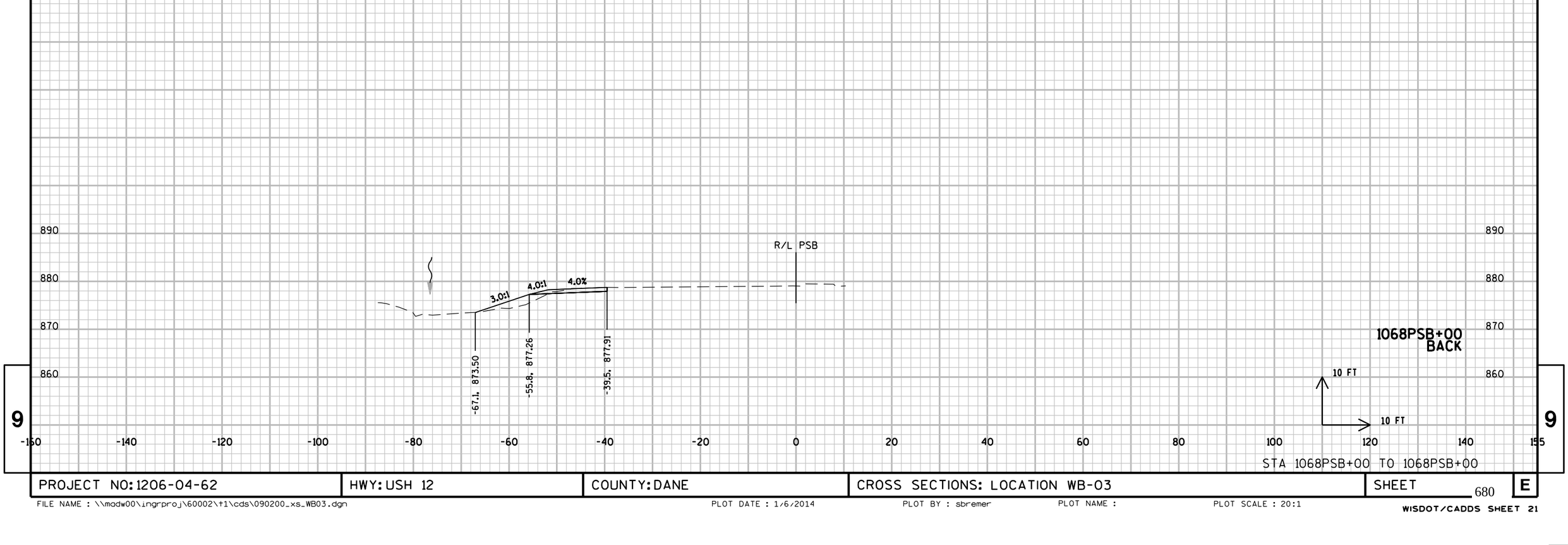
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STA 1067PSB+41 TO 1067PSB+91

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-03	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB03.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



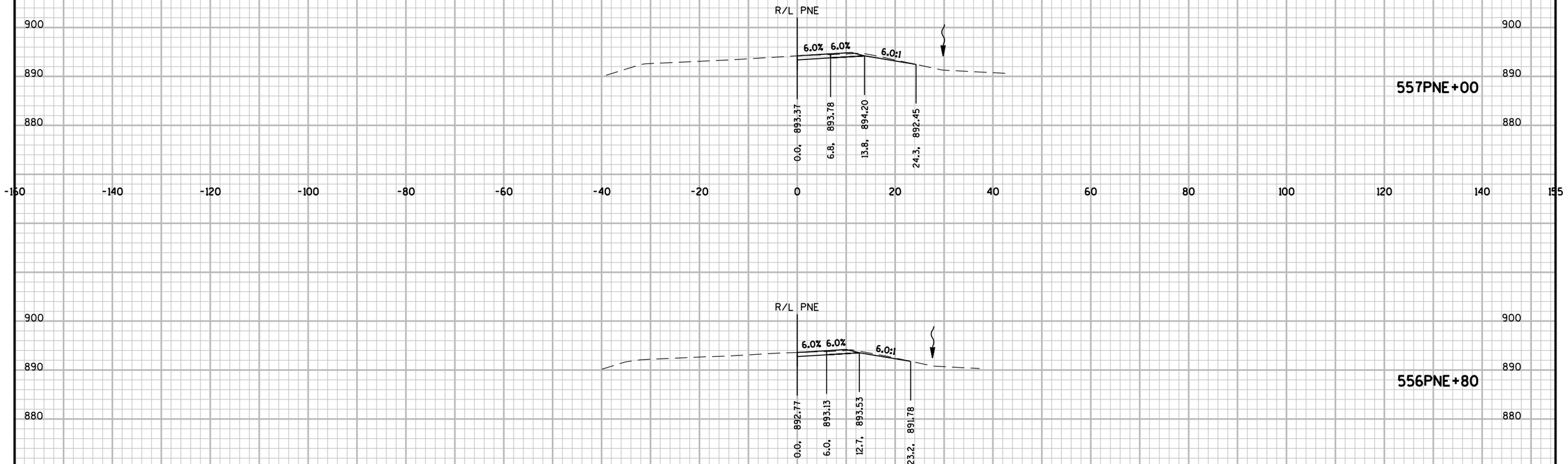
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-03	SHEET 680	E

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WISDOT/CADDS SHEET 21

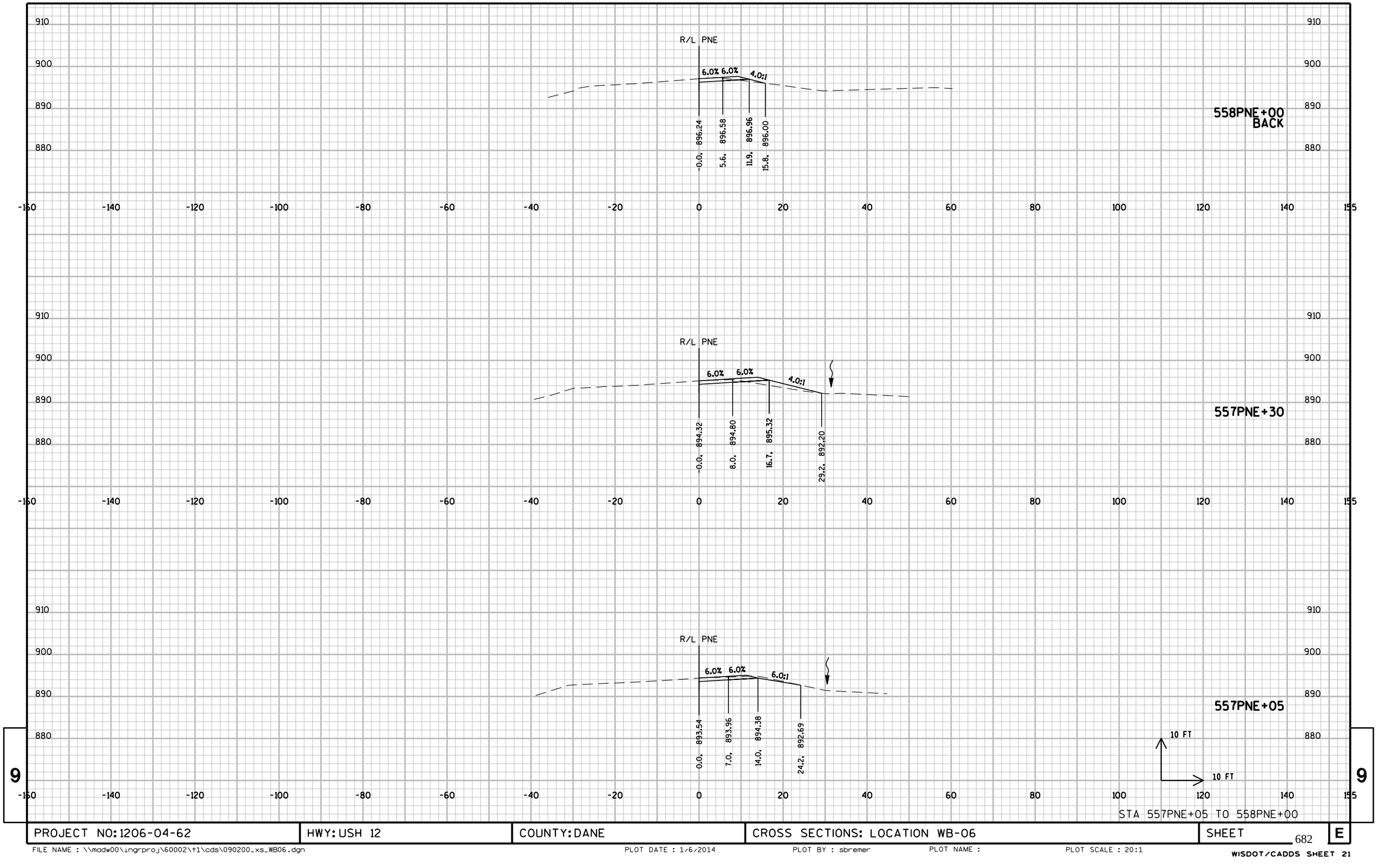


STA 556PNE+40 TO 557PNE+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-06	SHEET 681	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB06.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

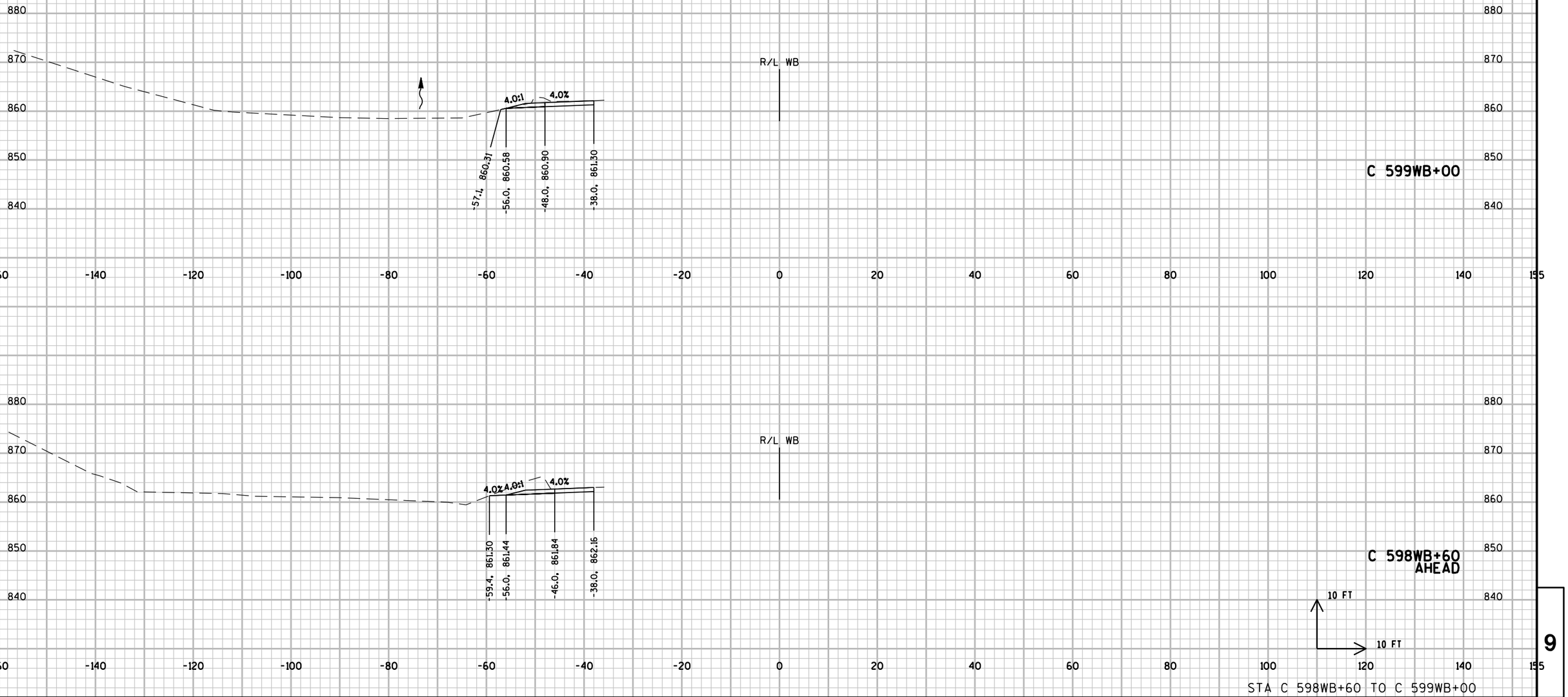


STA 557PNE+05 TO 558PNE+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-06	SHEET 682	E

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WISDOT/CADDS SHEET 21

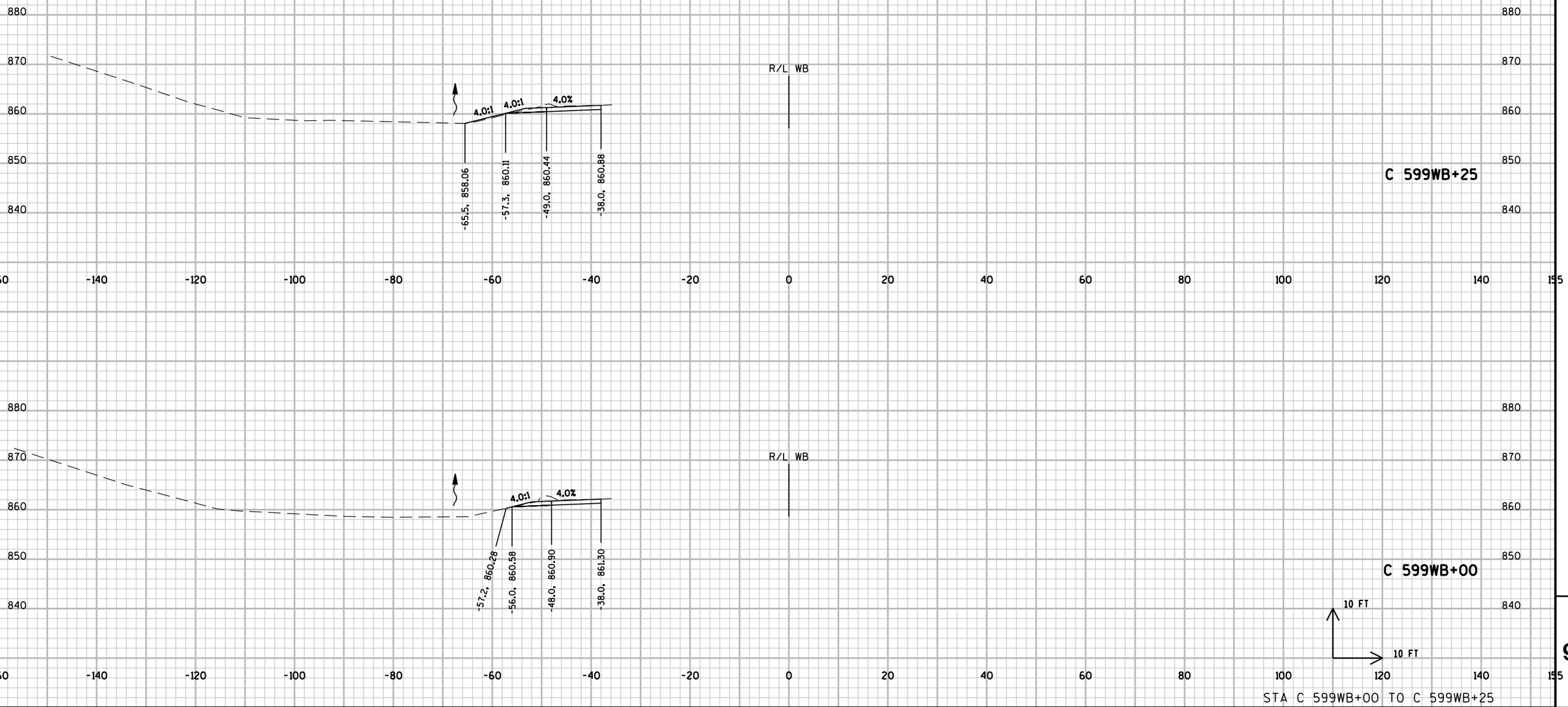


STA C 598WB+60 TO C 599WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-07	SHEET 683	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB07.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



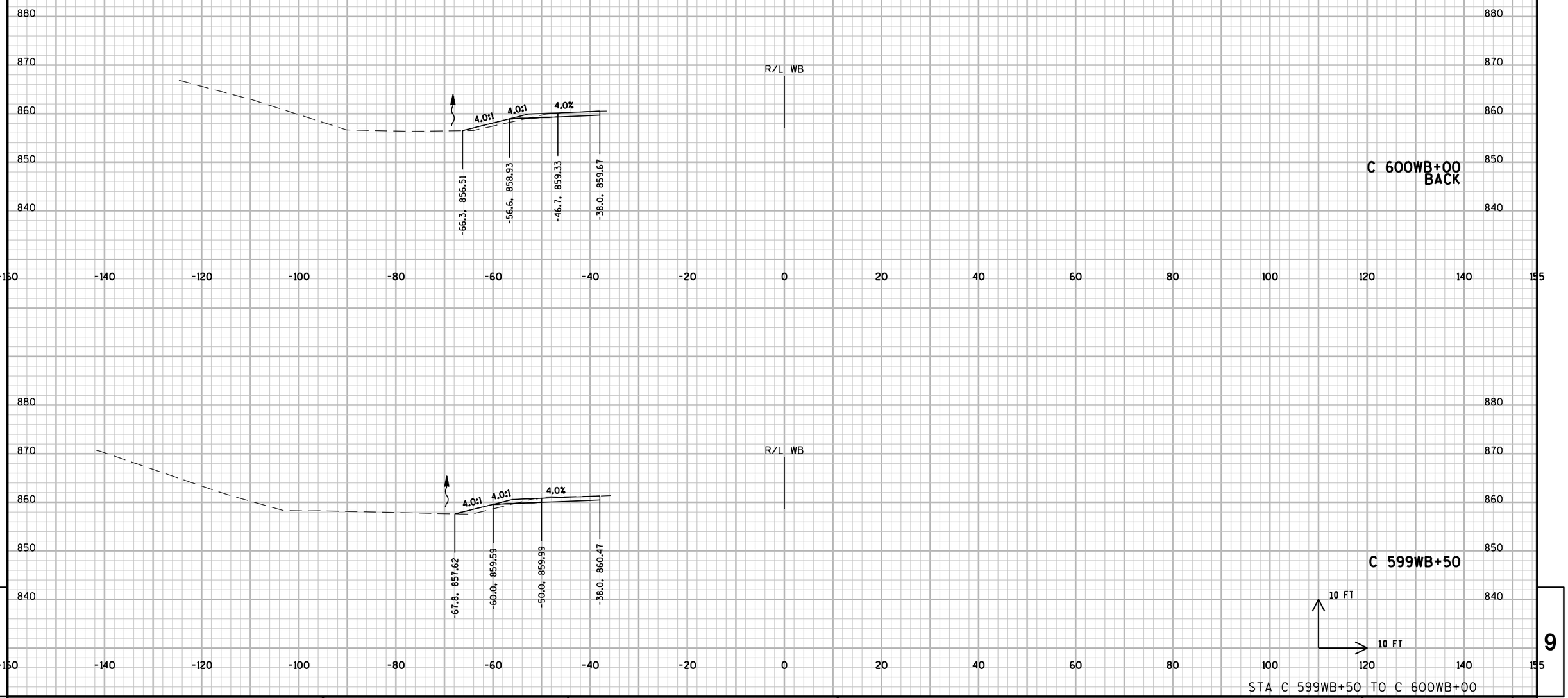
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-07	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB07.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-07	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB07.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

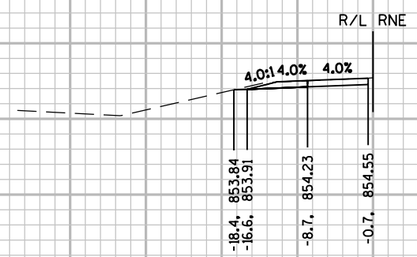
WISDOT/CADDS SHEET 21

STA 605RNE+00 TO 605RNE+39

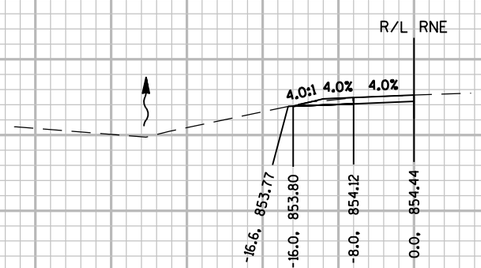
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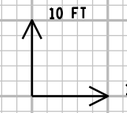
WISDOT/CADDS SHEET 21



606RNE+42



606RNE+00



STA 606RNE+00 TO 606RNE+42

9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-08	SHEET 687	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB08.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

STA 606RNE+67 TO 607RNE+00

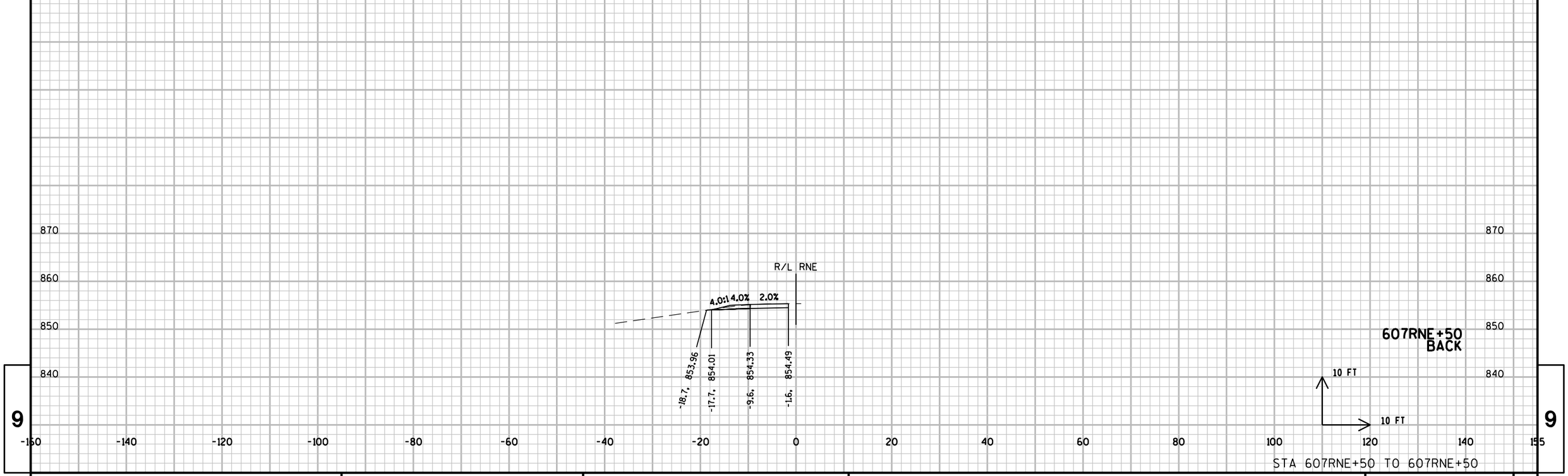
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-08	SHEET 688	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB08.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



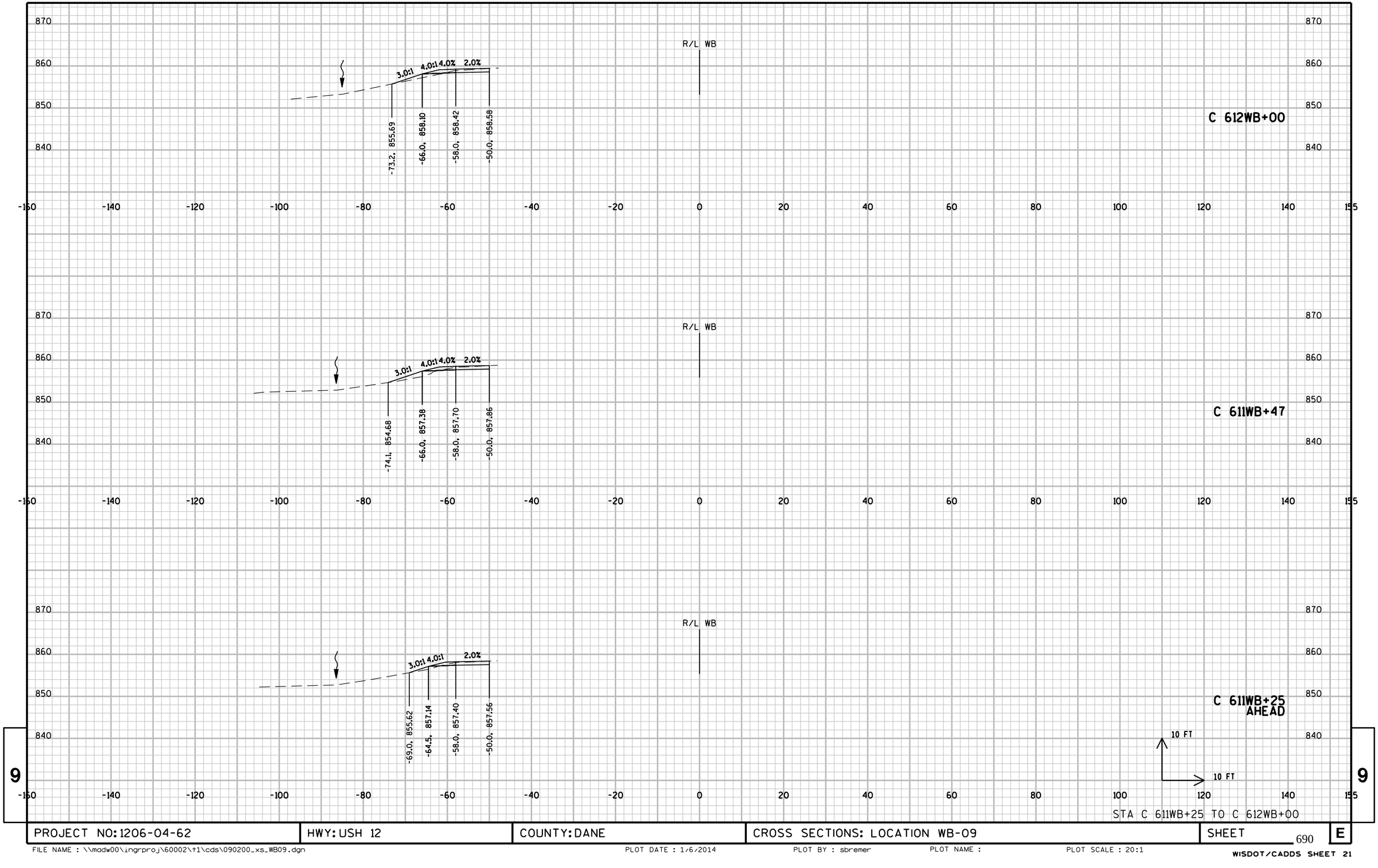
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-08	SHEET	E

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WISDOT/CADDS SHEET 21



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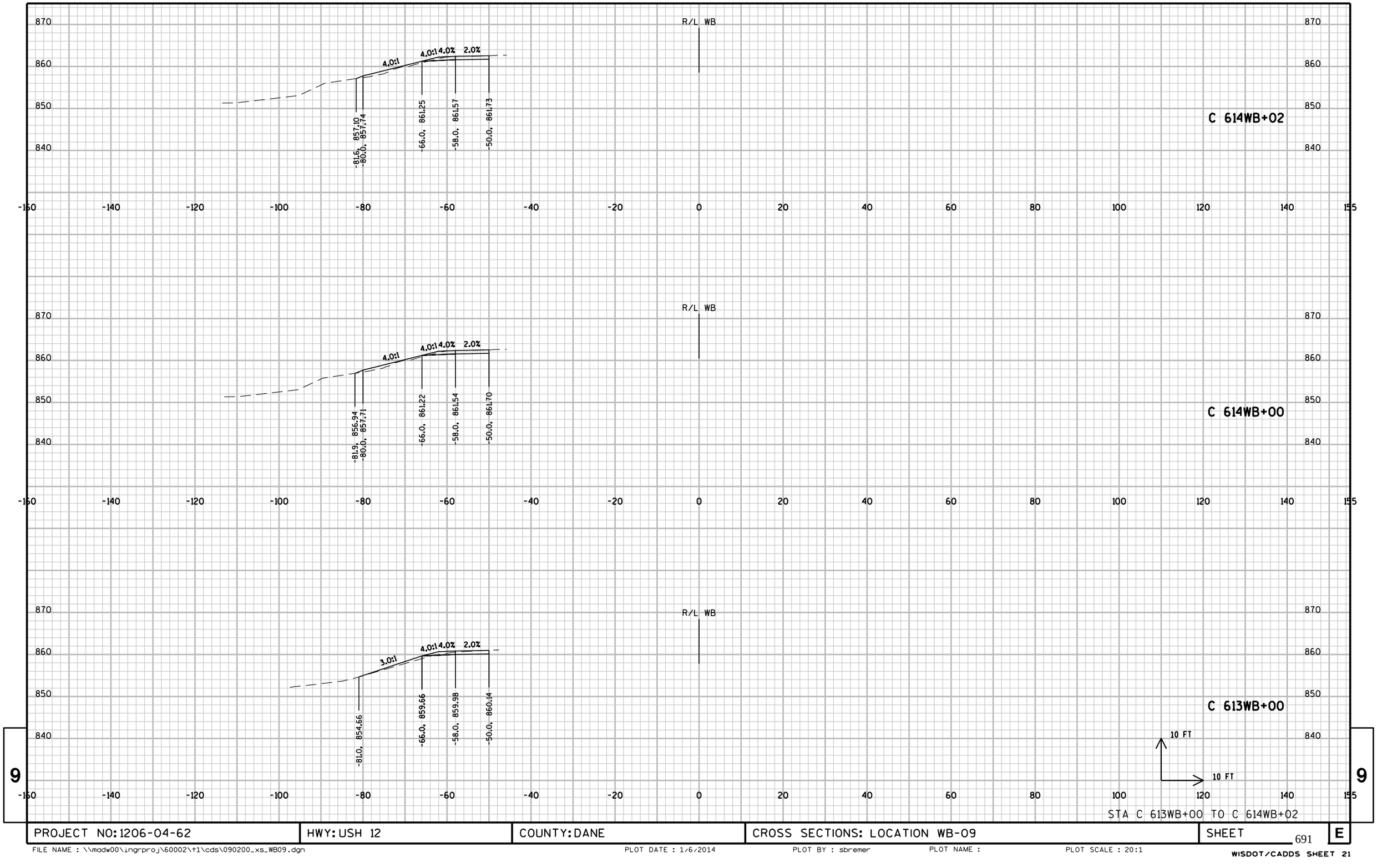
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STA C 611WB+25 TO C 612WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-09	SHEET 690	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB09.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

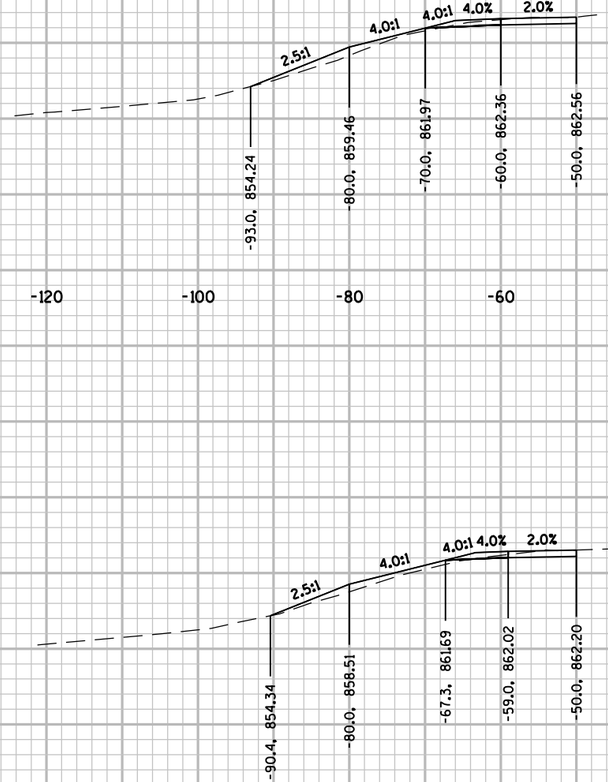


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9

STA C 613WB+00 TO C 614WB+02

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-09	SHEET 691	E



R/L WB

C 614WB+52

R/L WB

C 614WB+27

10 FT

10 FT

STA C 614WB+27 TO C 614WB+52

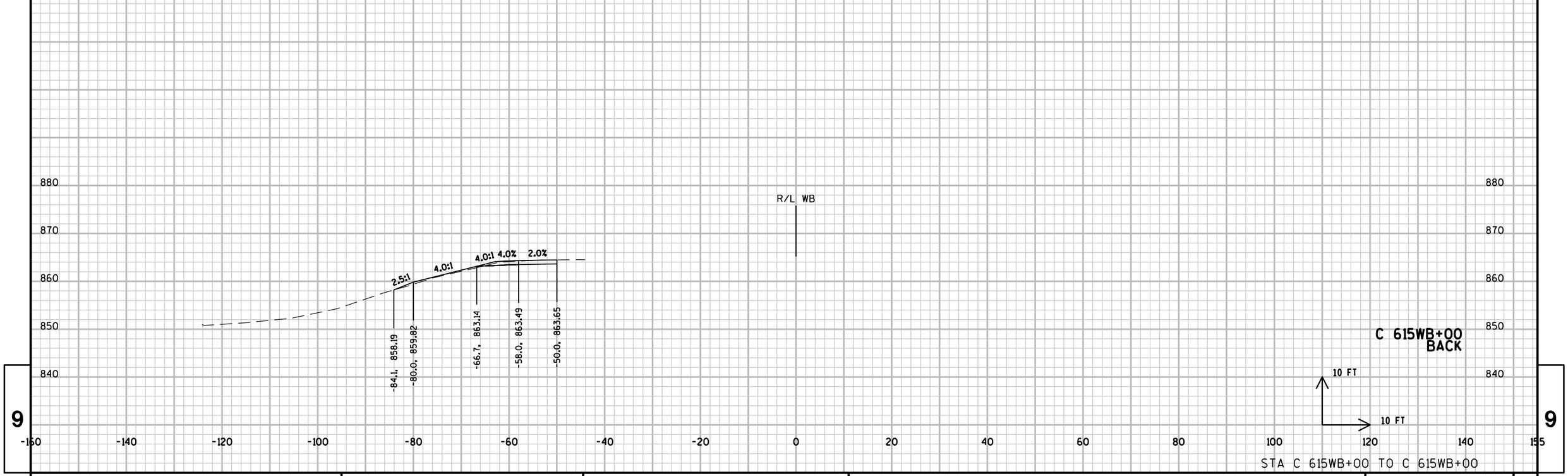
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-09	SHEET 692	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB09.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA C 615WB+00 TO C 615WB+00

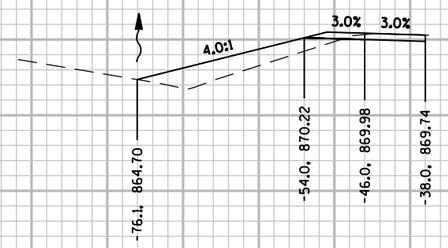
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-09	SHEET 693	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB09.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

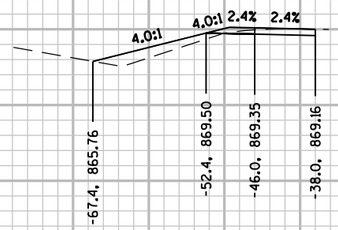


R/L WB

880
870
860
850
840

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

D 618WB+00



R/L WB

D 617WB+75
AHEAD

10 FT
10 FT

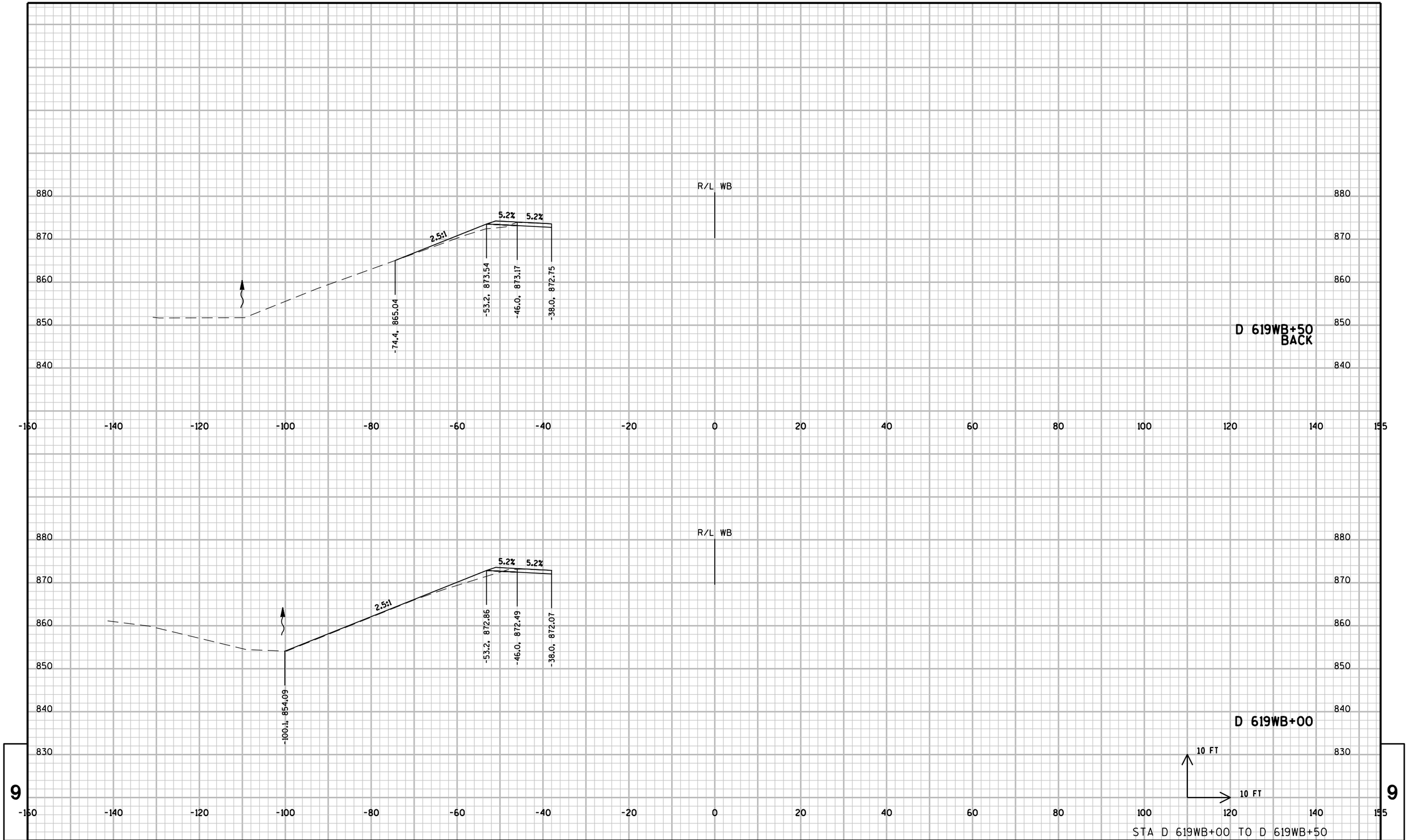
STA D 617WB+75 TO D 618WB+00

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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-10	SHEET 694	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB10.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

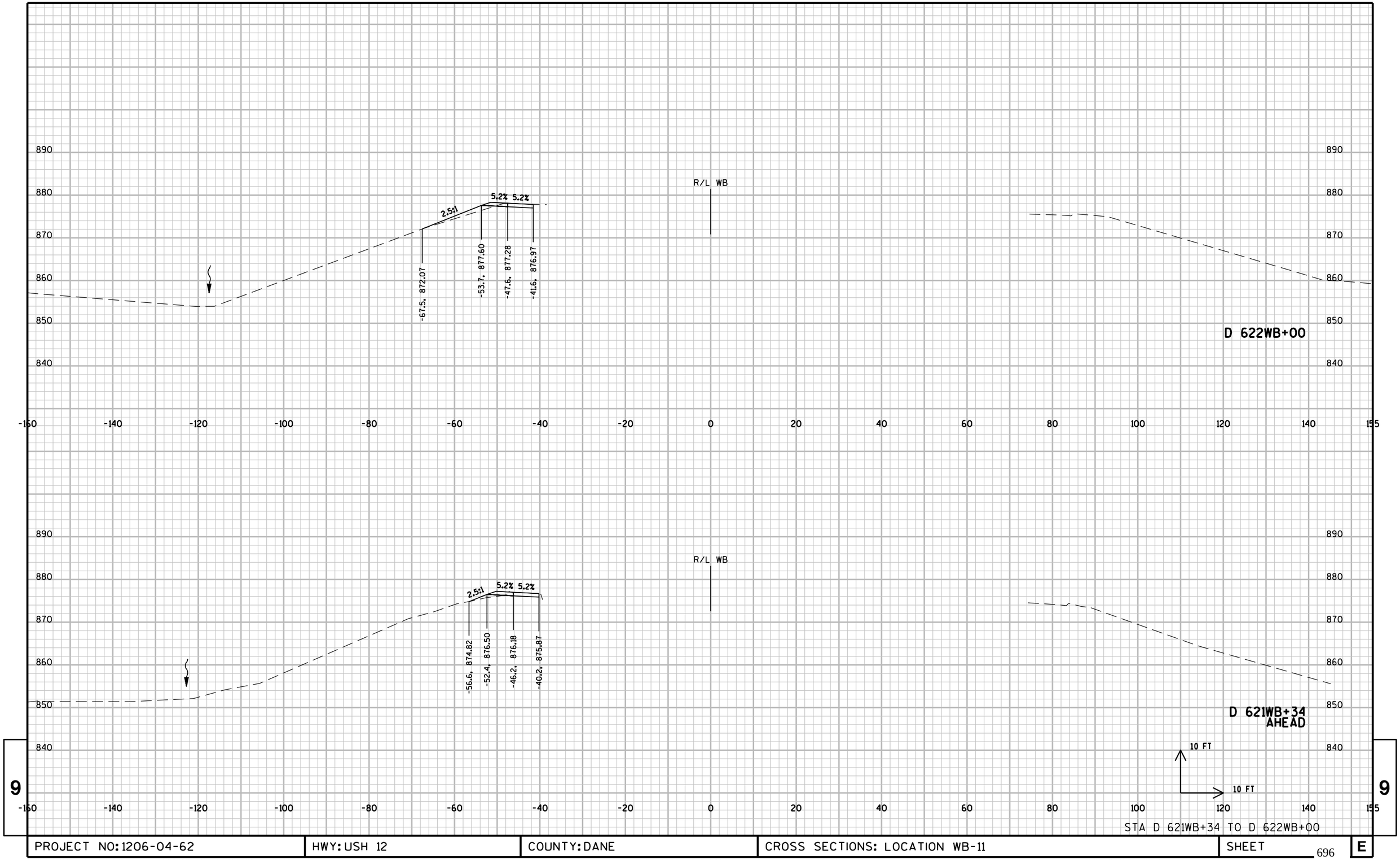


STA D 619WB+00 TO D 619WB+50

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-10	SHEET 695	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB10.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

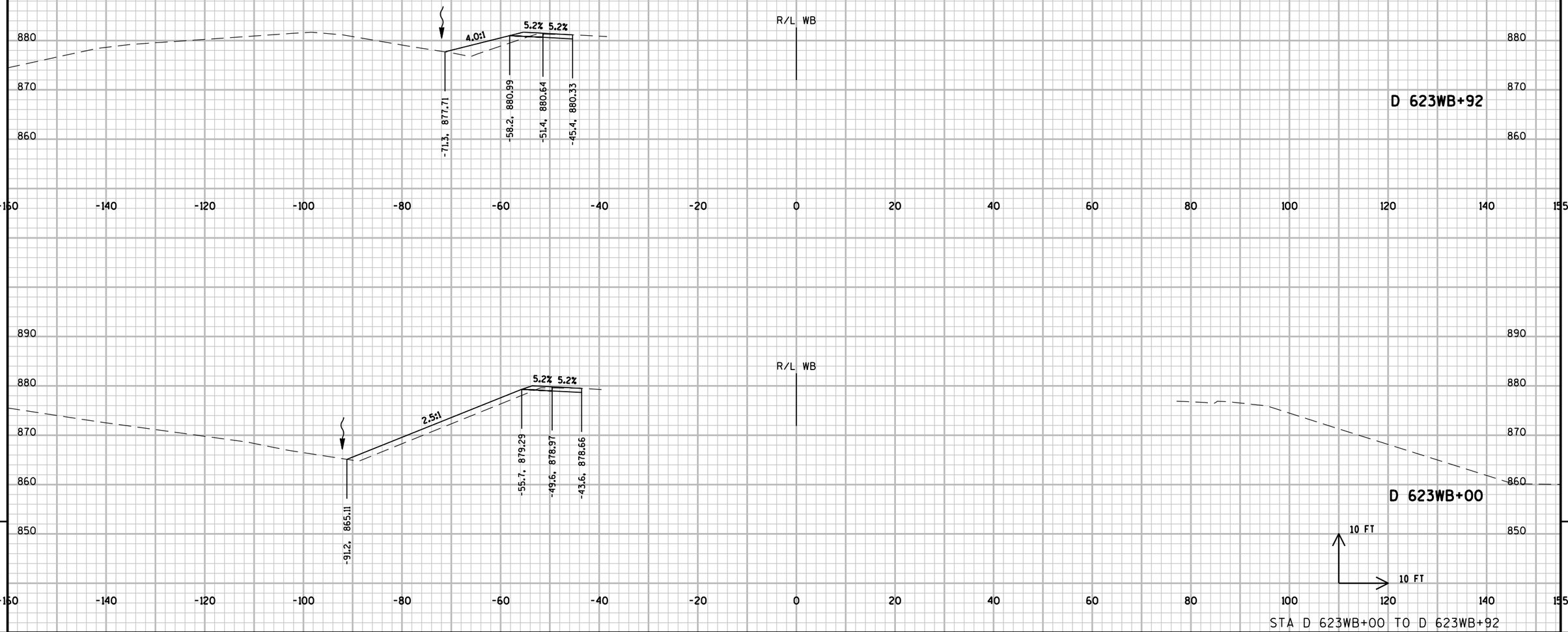


STA D 621WB+34 TO D 622WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-11	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB11.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

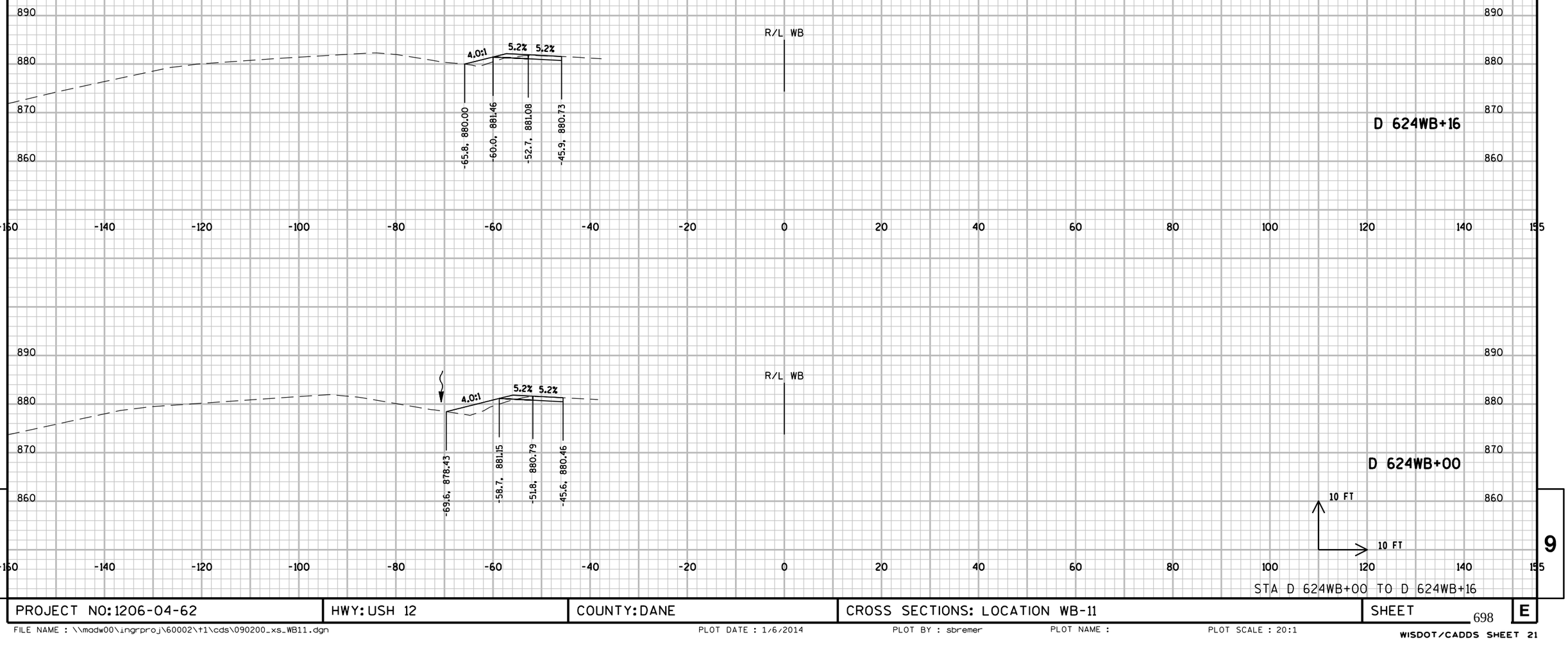


STA D 623WB+00 TO D 623WB+92

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-11	SHEET 697	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB11.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

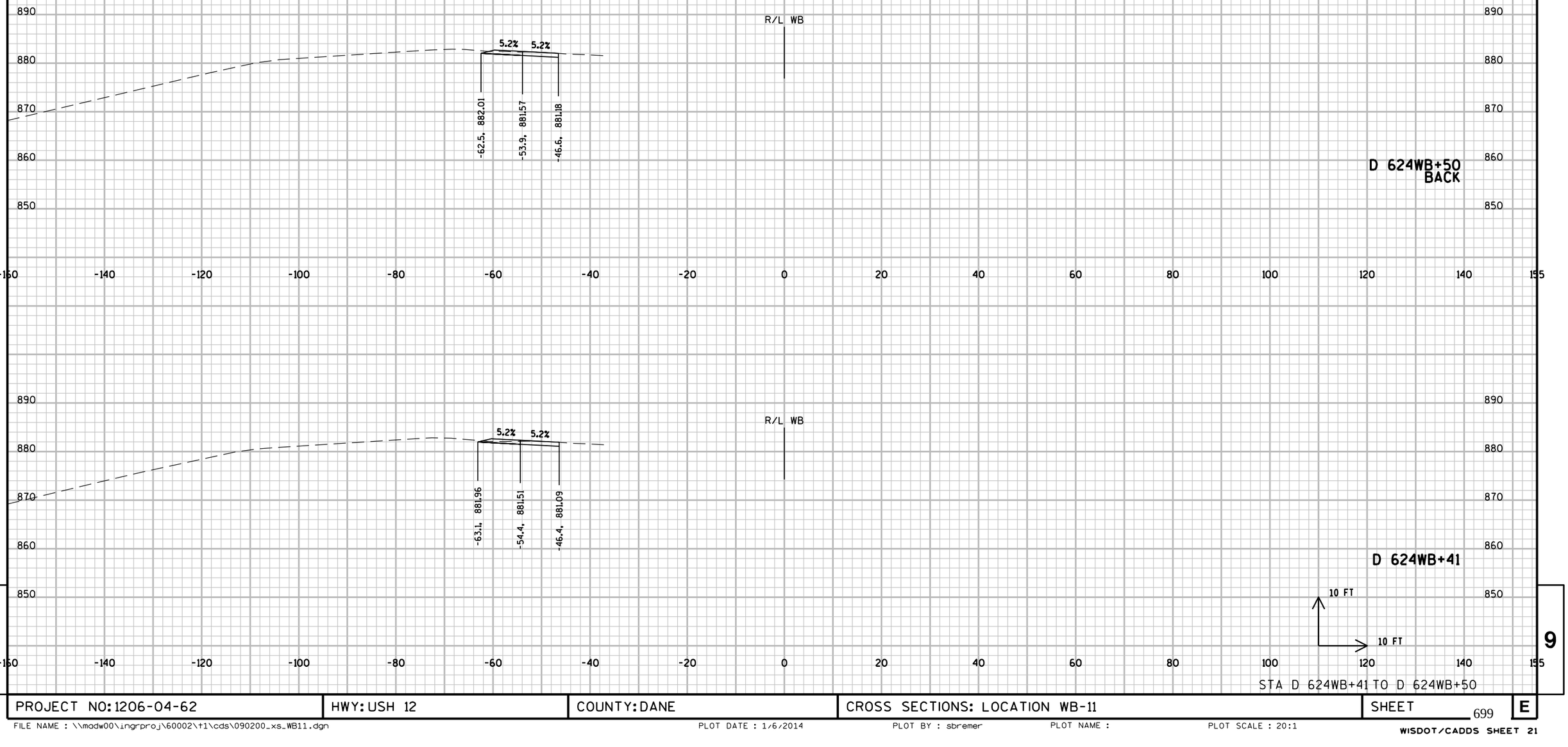
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STA D 624WB+00 TO D 624WB+16

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-11	SHEET 698	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB11.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

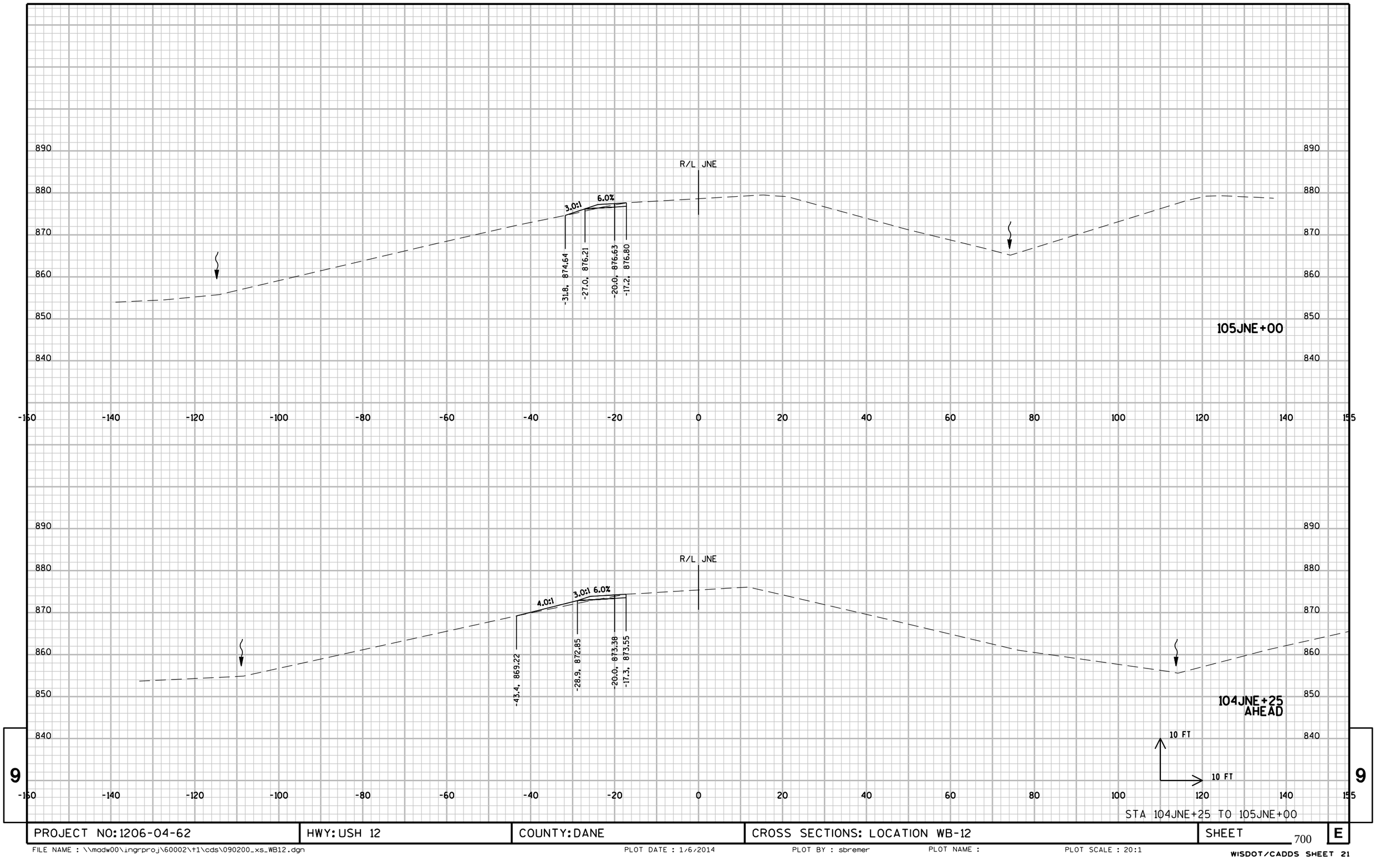
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STA D 624WB+41 TO D 624WB+50

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-11	SHEET 699	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB11.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

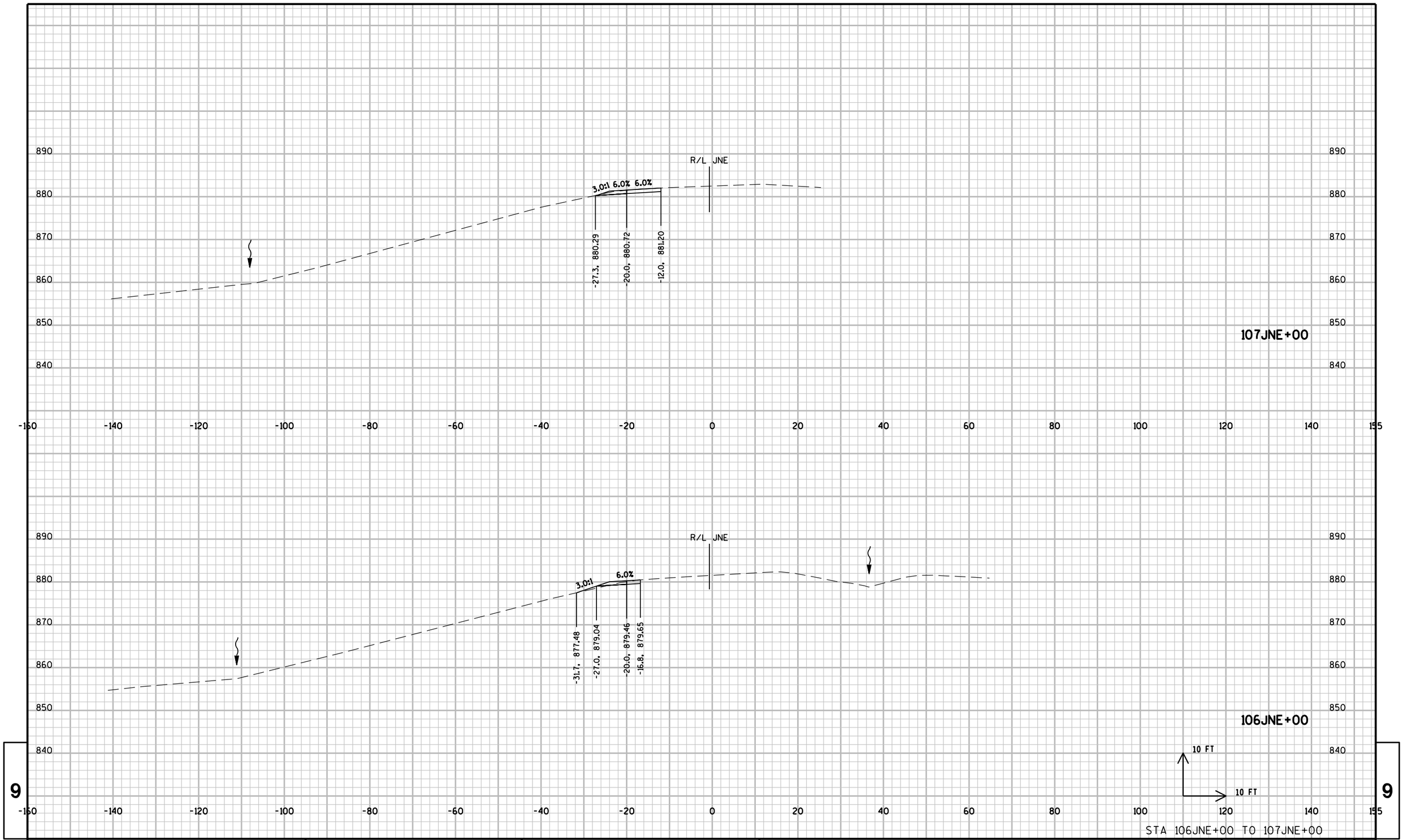


STA 104JNE+25 TO 105JNE+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-12	SHEET 700	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB12.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

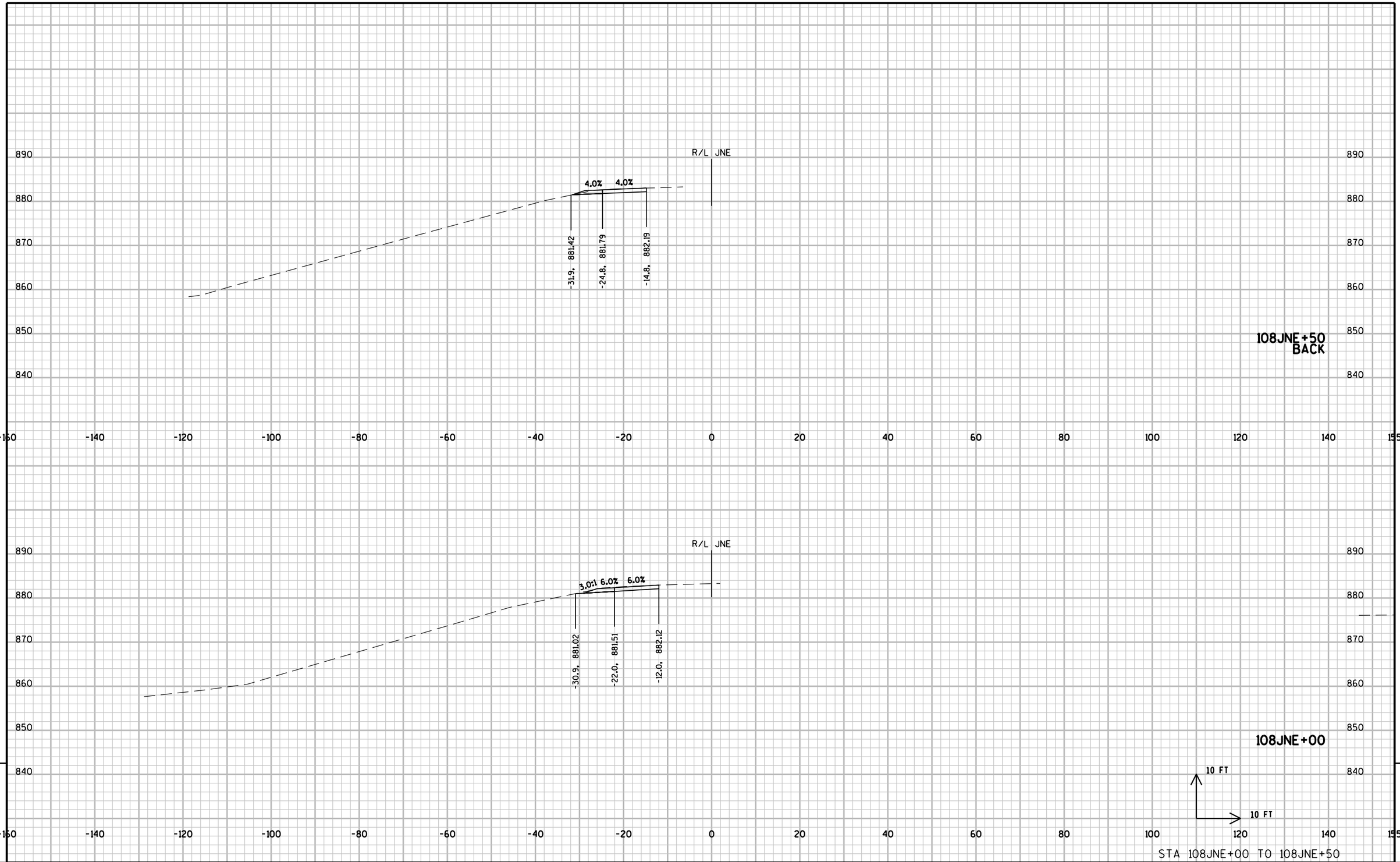


STA 106JNE+00 TO 107JNE+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-12	SHEET 701	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB12.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

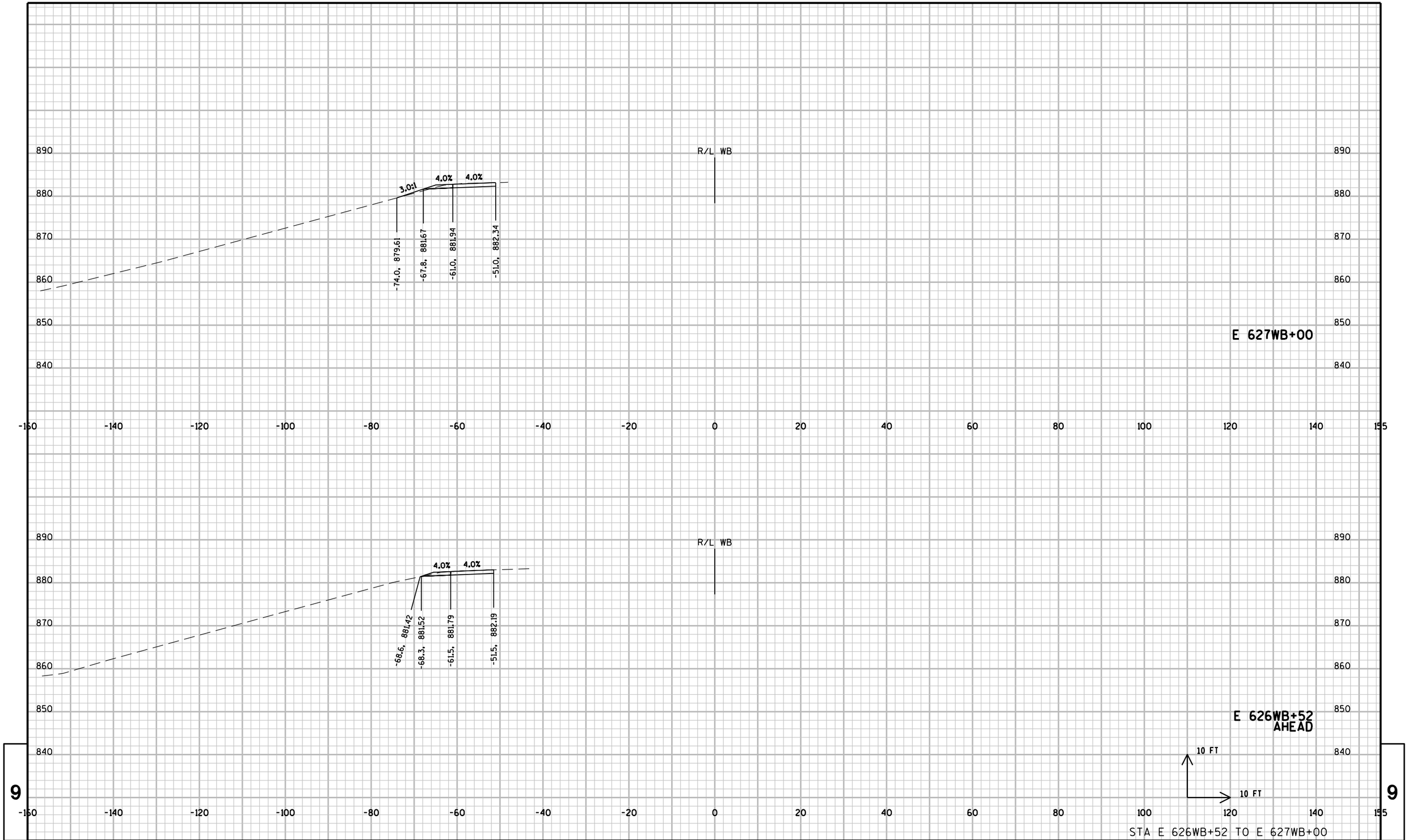


STA 108JNE+00 TO 108JNE+50

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-12	SHEET 702	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB12.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

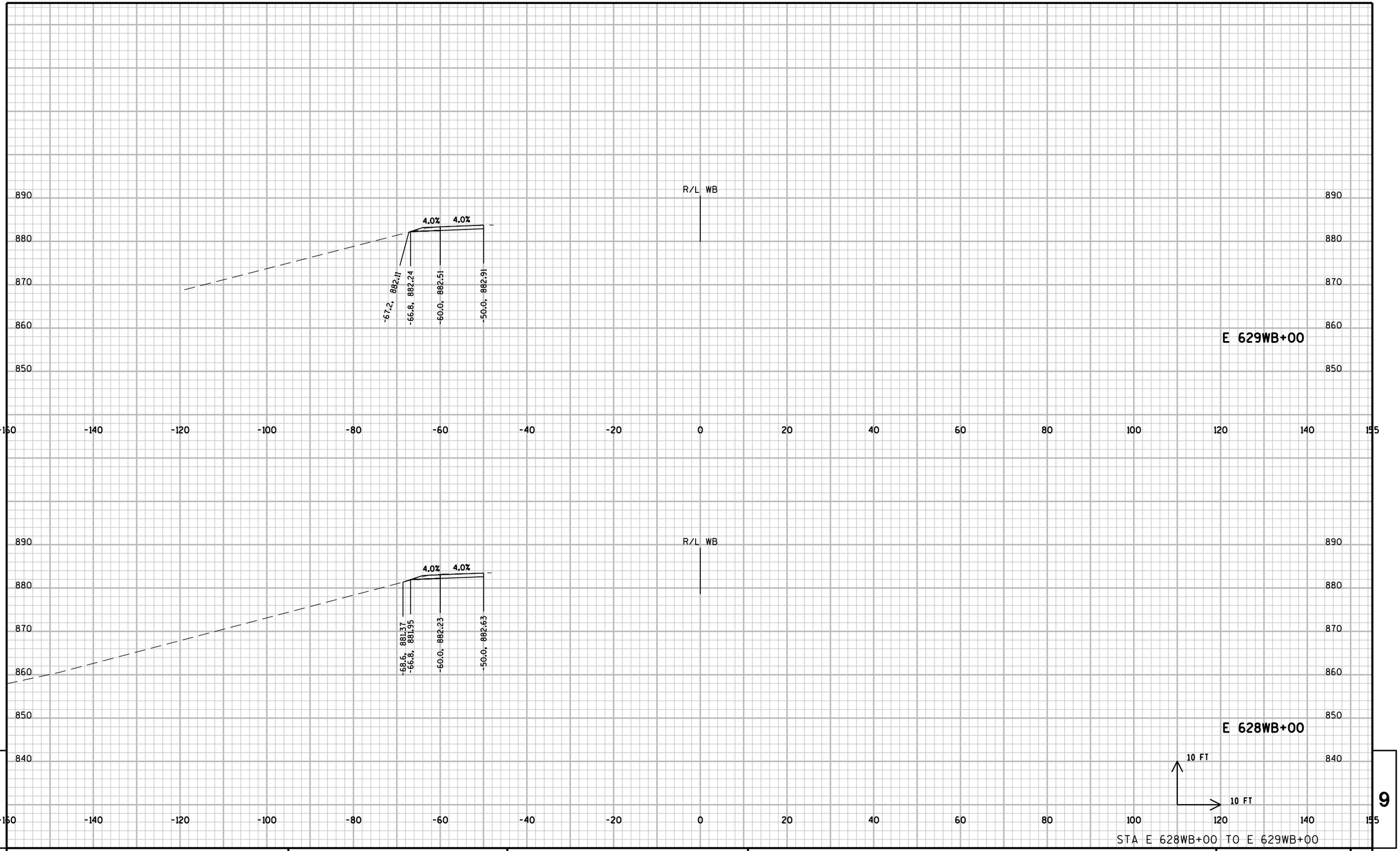


STA E 626WB+52 TO E 627WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-12	SHEET 703	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB12.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

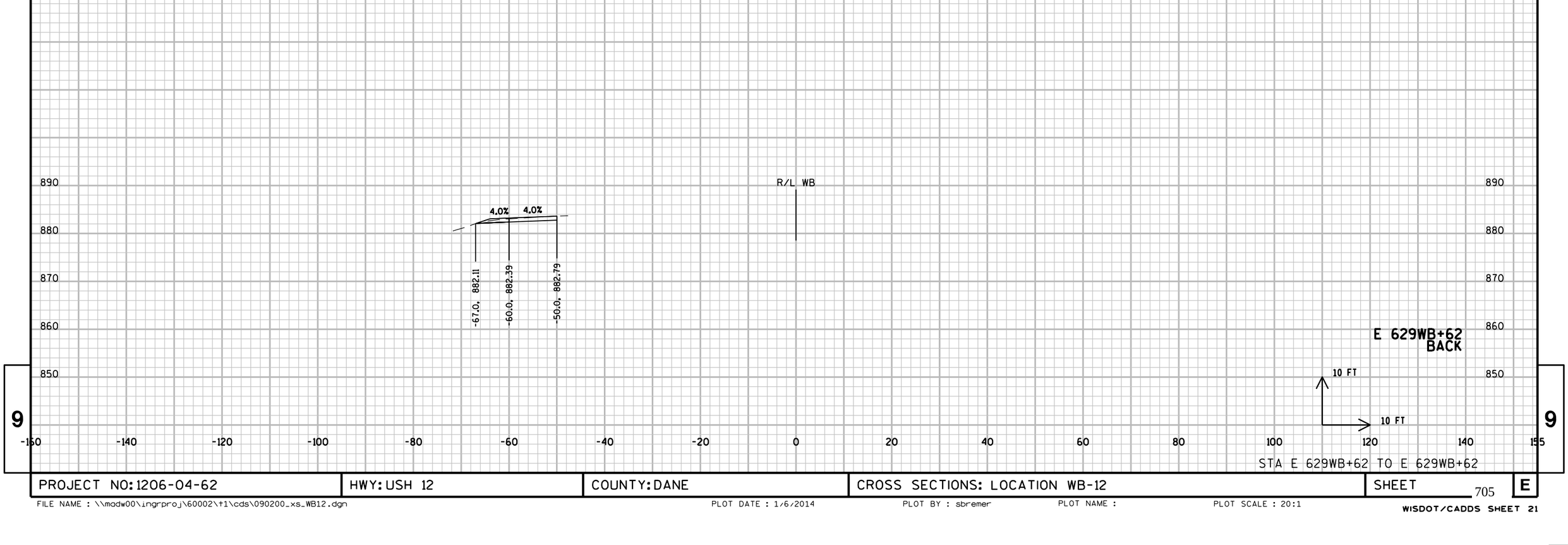


STA E 628WB+00 TO E 629WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-12	SHEET 704	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB12.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

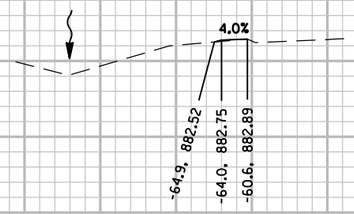


PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-12	SHEET 705	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB12.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.

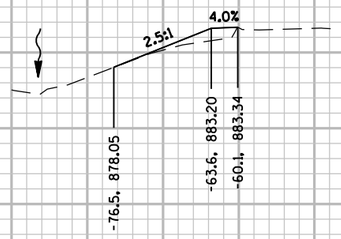


R/L WB

890 880 870 860 850 840

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

E 633WB+00



R/L WB

890 880 870 860 850 840

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

E 632WB+06
AHEAD

10 FT
10 FT

STA E 632WB+06 TO E 633WB+00

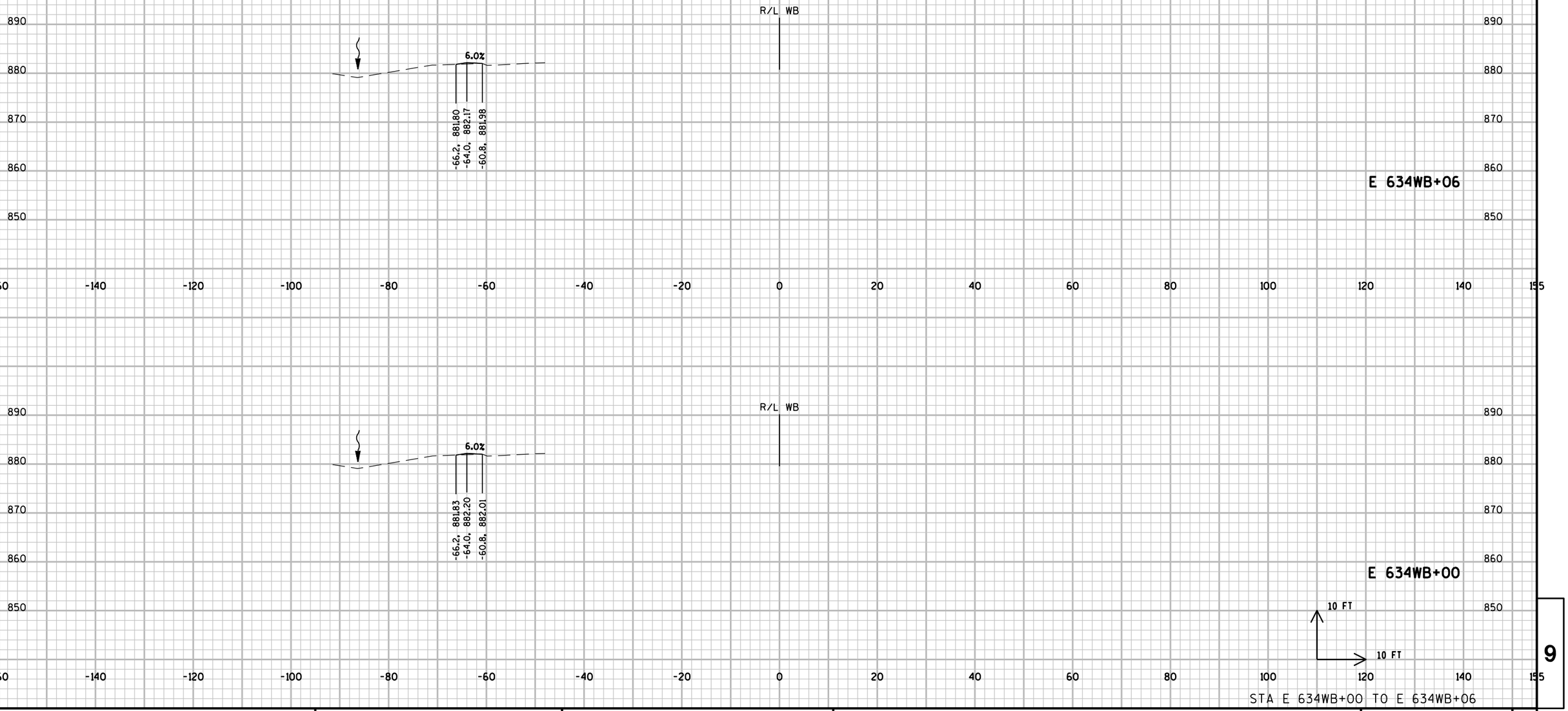
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-13	SHEET 706	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB13.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



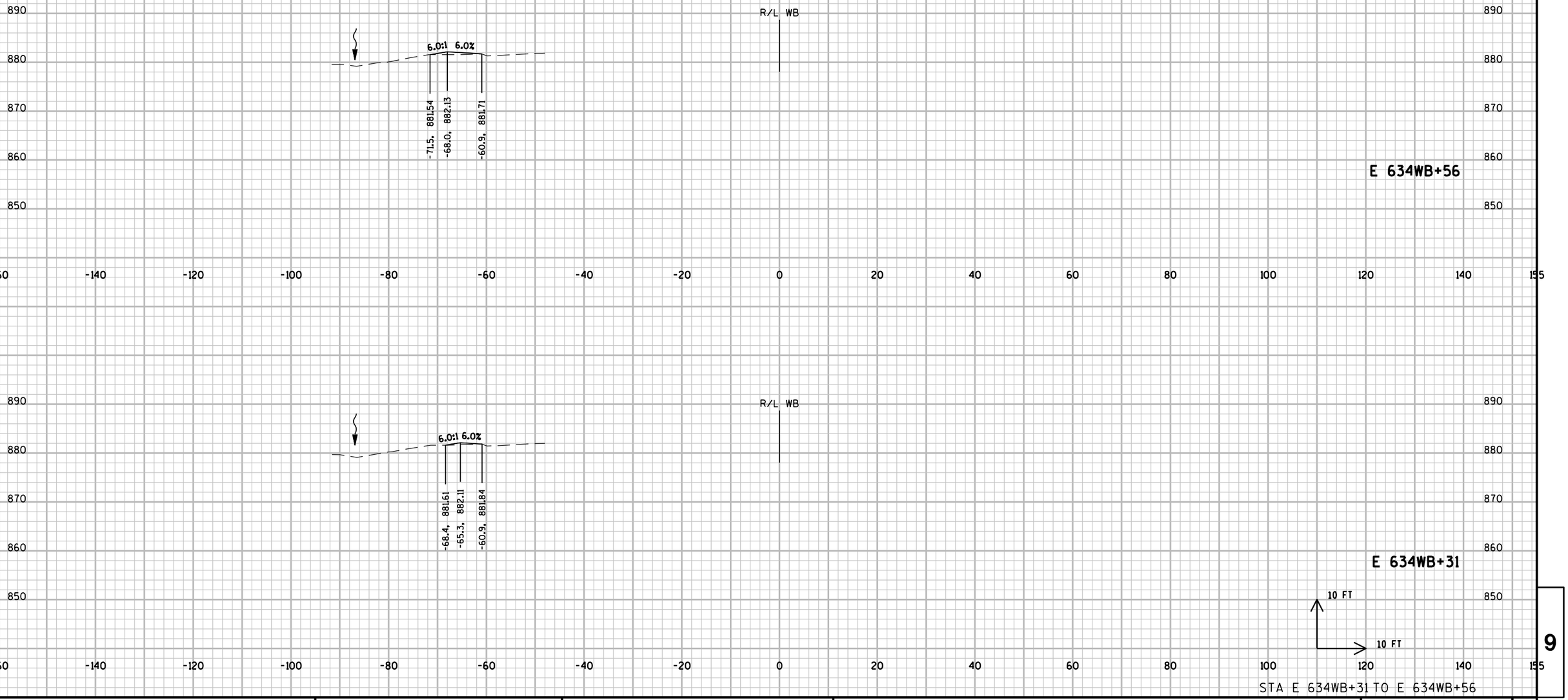
STA E 634WB+00 TO E 634WB+06

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-13	SHEET 707	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB13.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



STA E 634WB+31 TO E 634WB+56

9

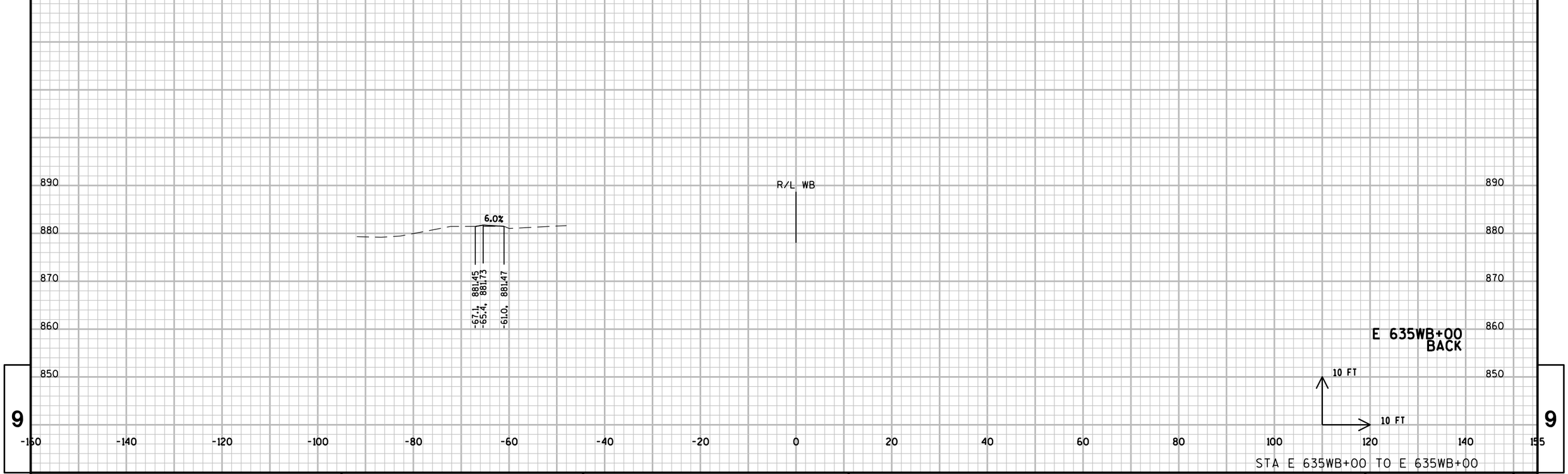
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-13	SHEET 708	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB13.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



STA E 635WB+00 TO E 635WB+00

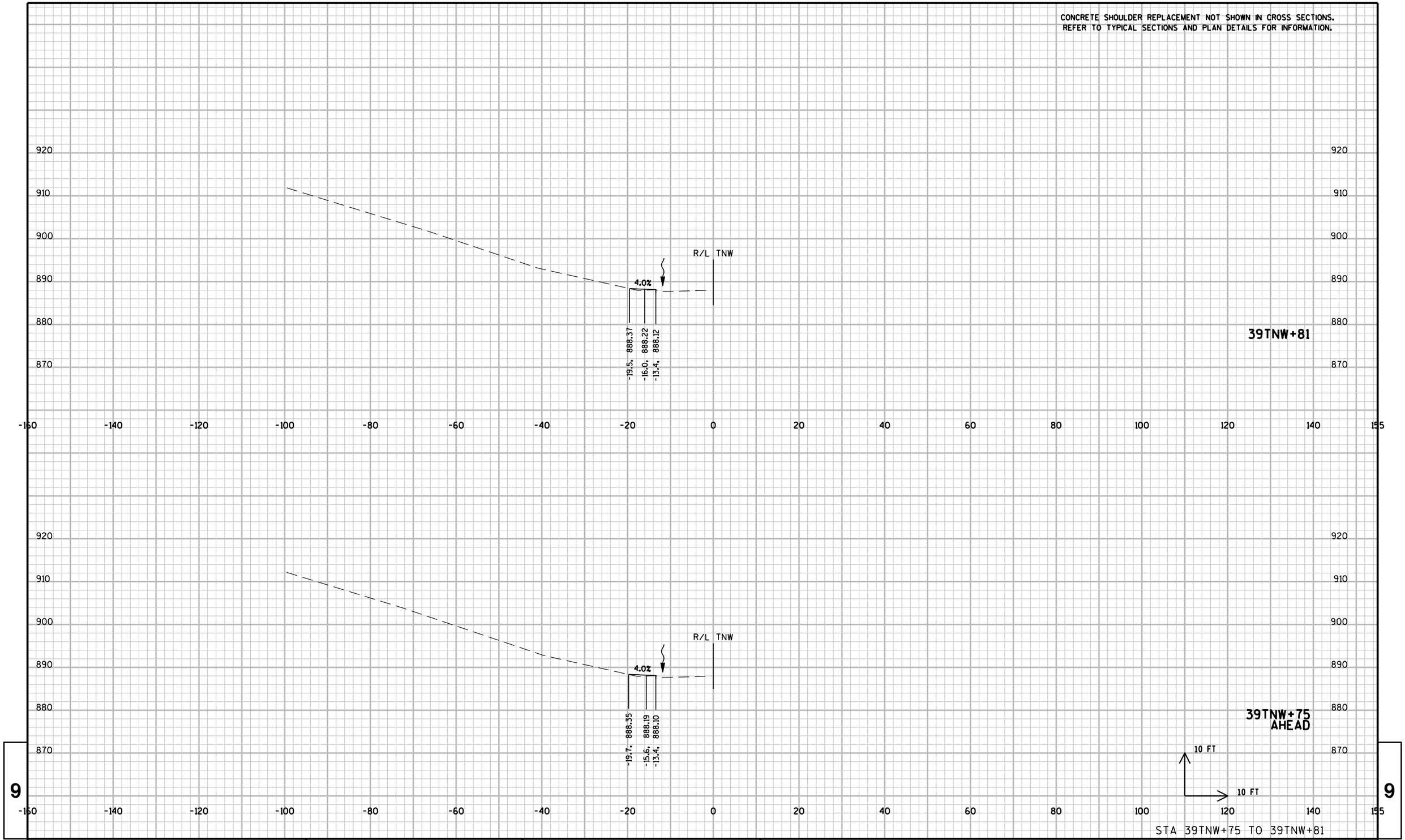
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-13	SHEET 709	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB13.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



STA 39TNW+75 TO 39TNW+81

9

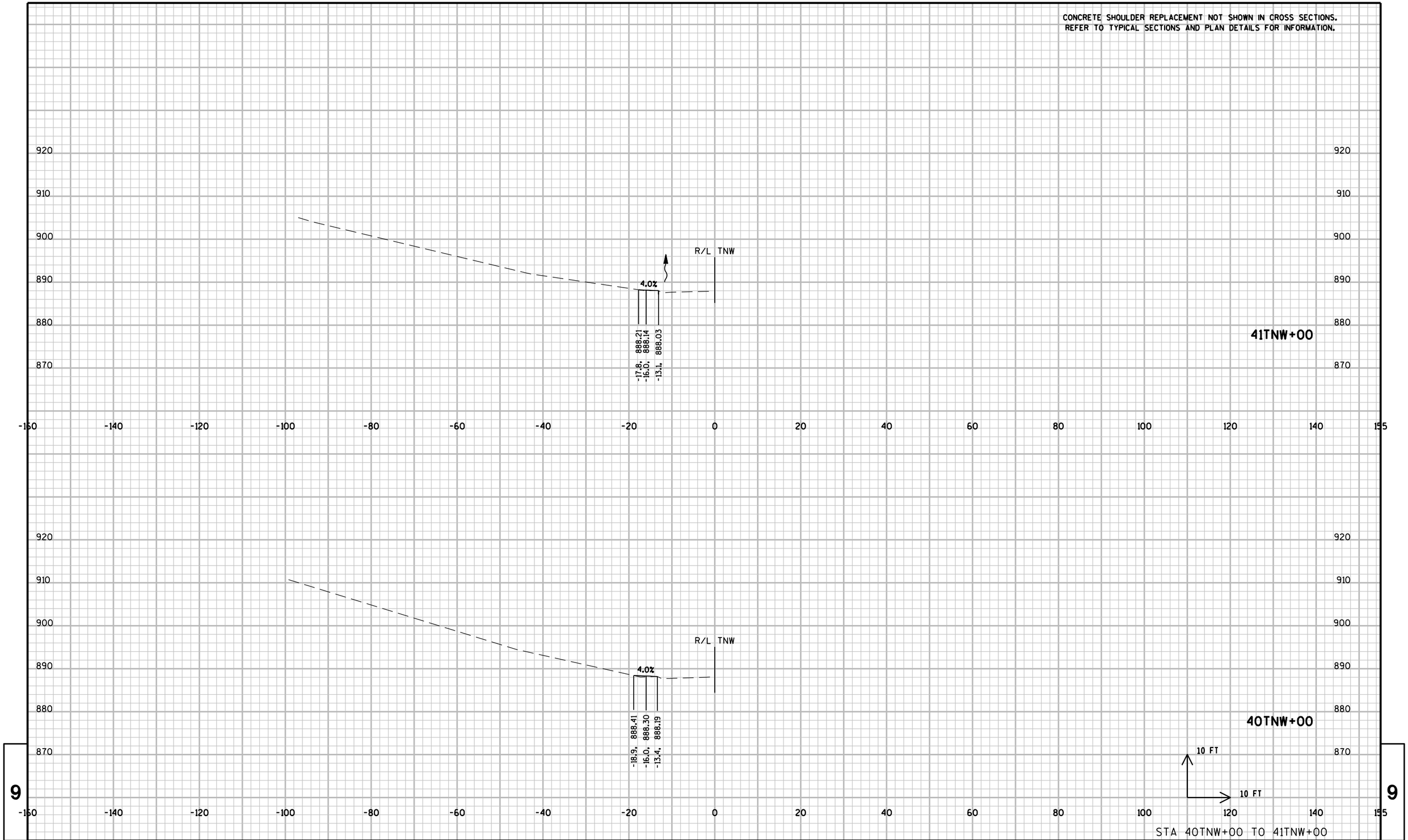
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-14	SHEET 710	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB14.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



STA 40TNW+00 TO 41TNW+00

9

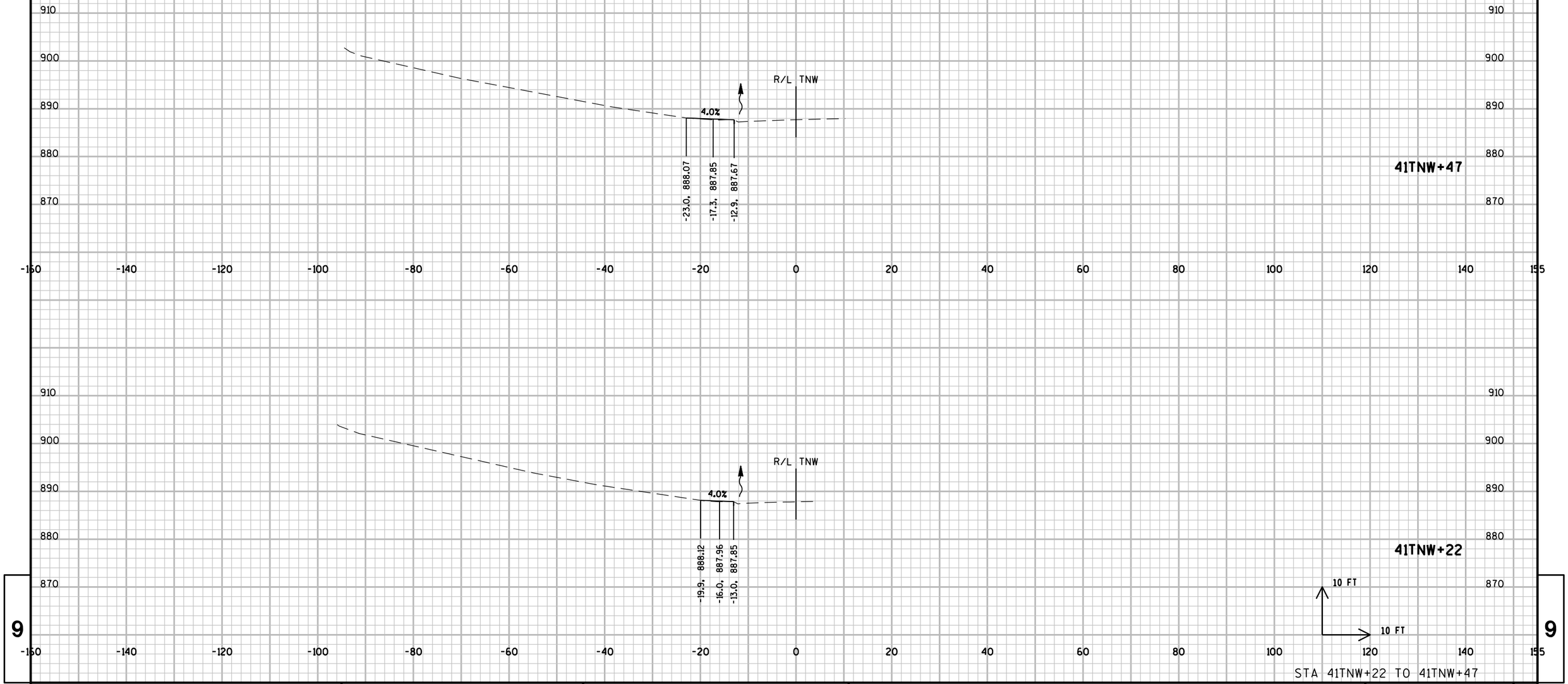
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-14	SHEET 711	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB14.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



STA 41TNW+22 TO 41TNW+47

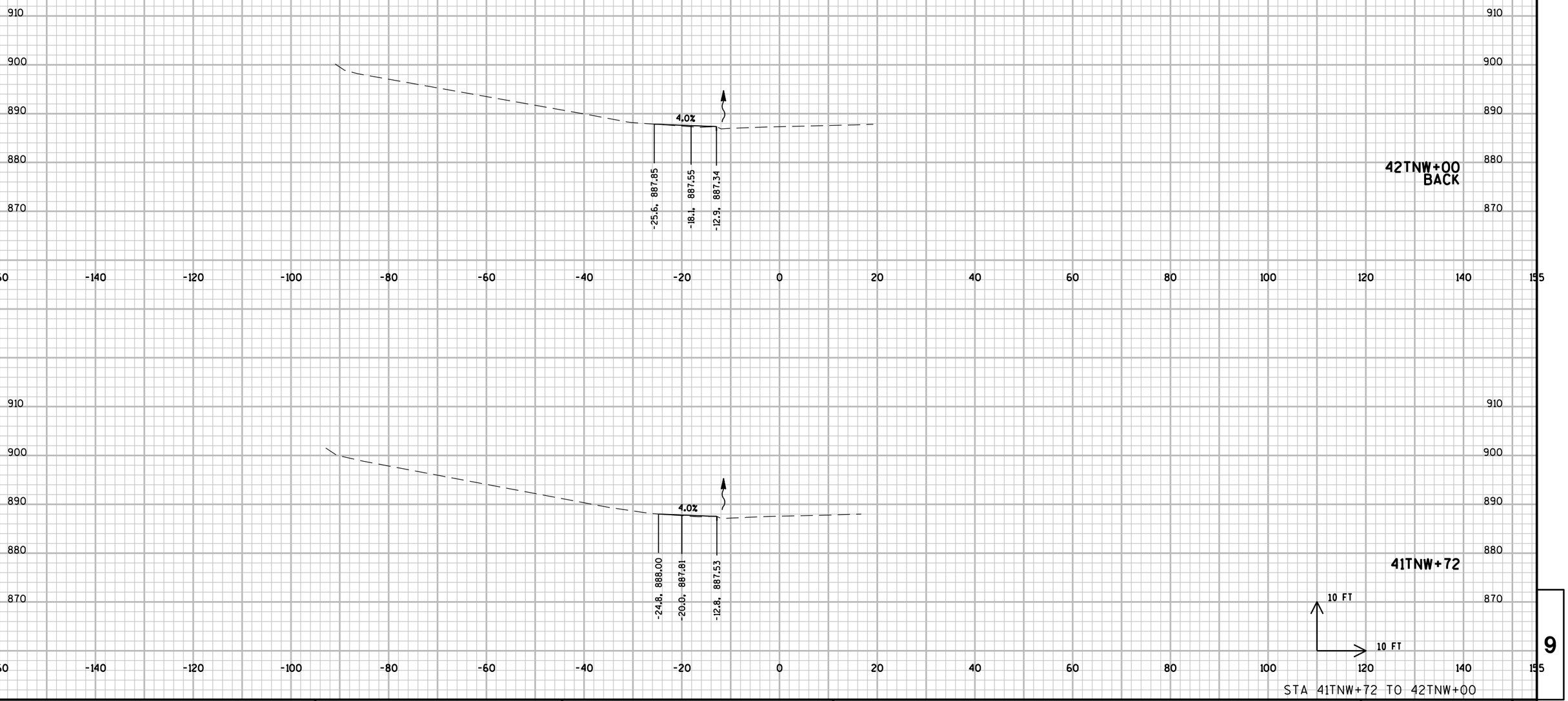
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-14	SHEET 712	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB14.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONCRETE SHOULDER REPLACEMENT NOT SHOWN IN CROSS SECTIONS.
REFER TO TYPICAL SECTIONS AND PLAN DETAILS FOR INFORMATION.



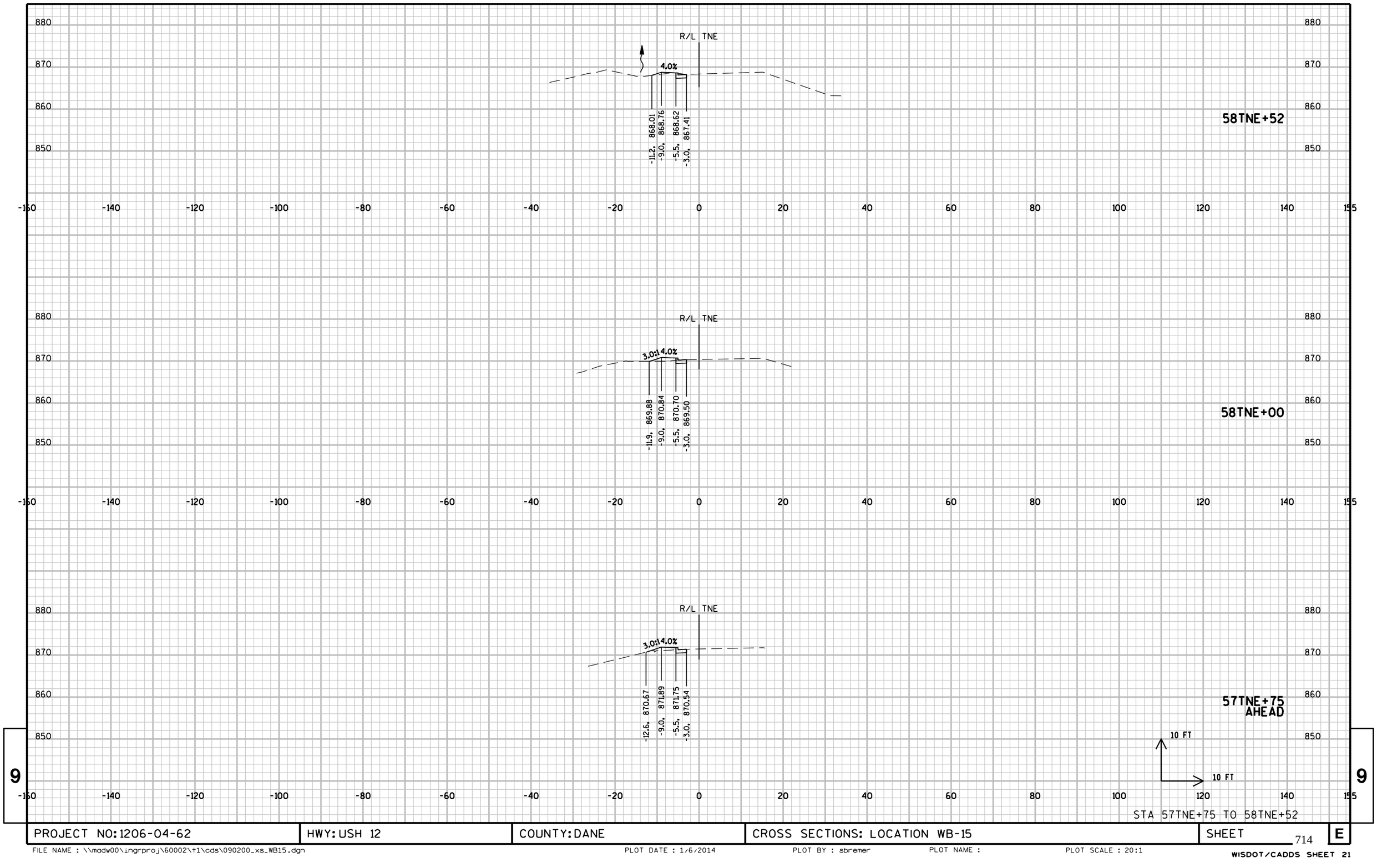
STA 41TNW+72 TO 42TNW+00

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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-14	SHEET 713	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB14.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 57TNE+75 TO 58TNE+52

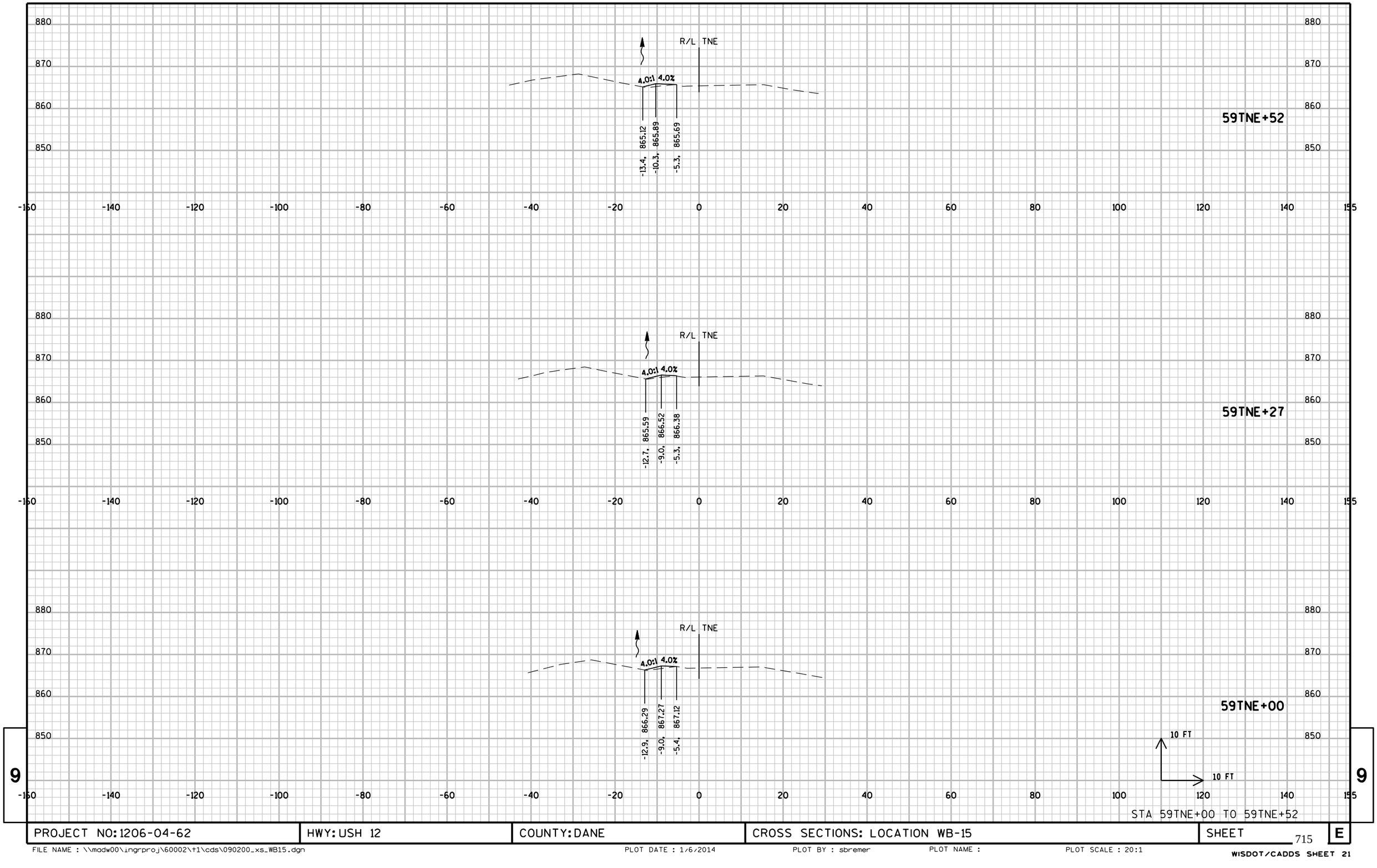
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-15	SHEET 714	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB15.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



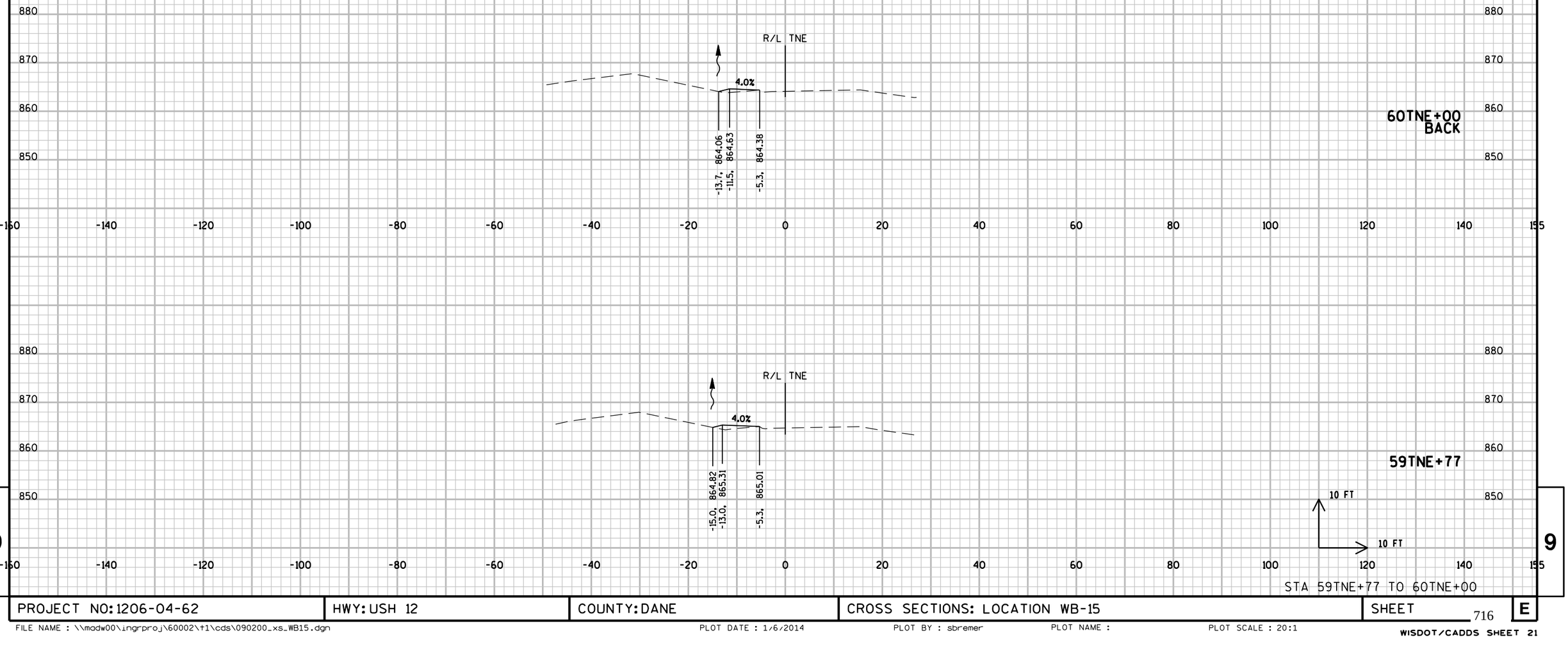
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STA 59TNE+00 TO 59TNE+52

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-15	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB15.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

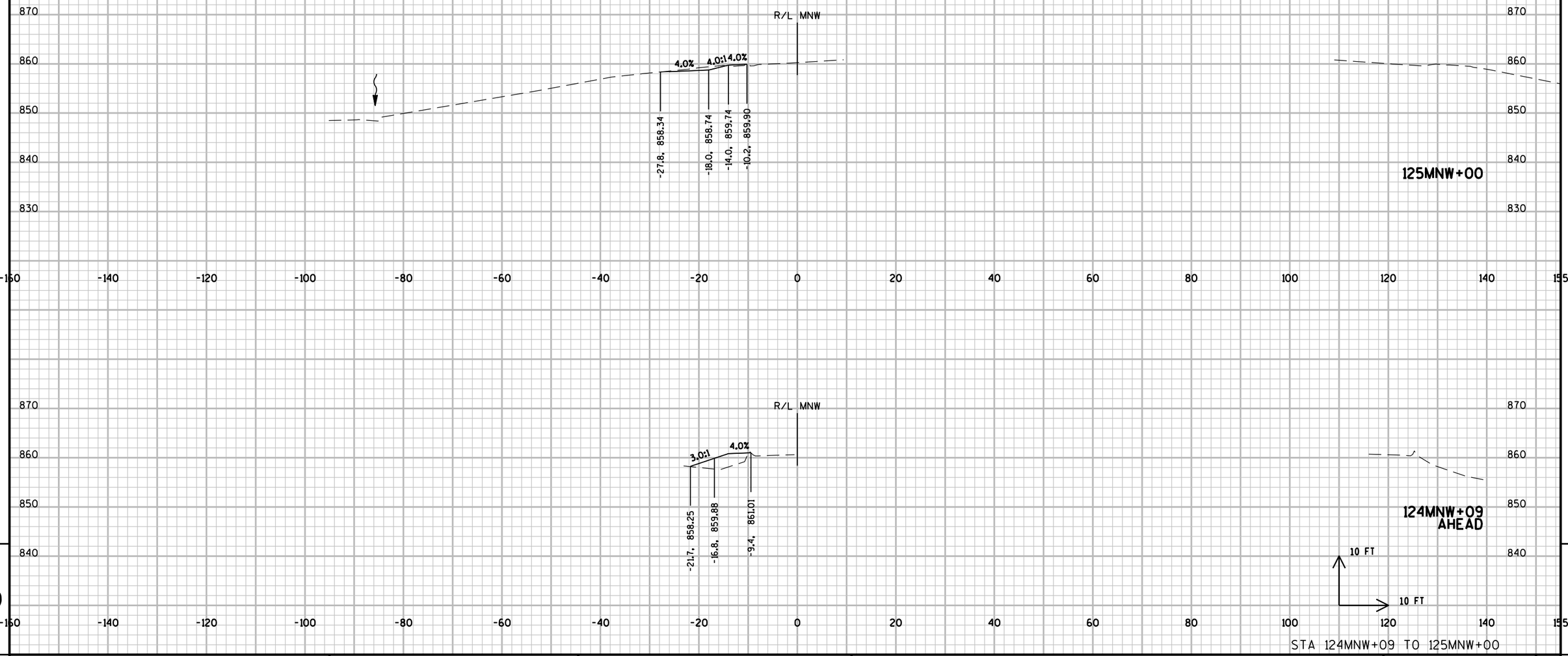
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STA 59TNE+77 TO 60TNE+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-15	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB15.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 124MNW+09 TO 125MNW+00

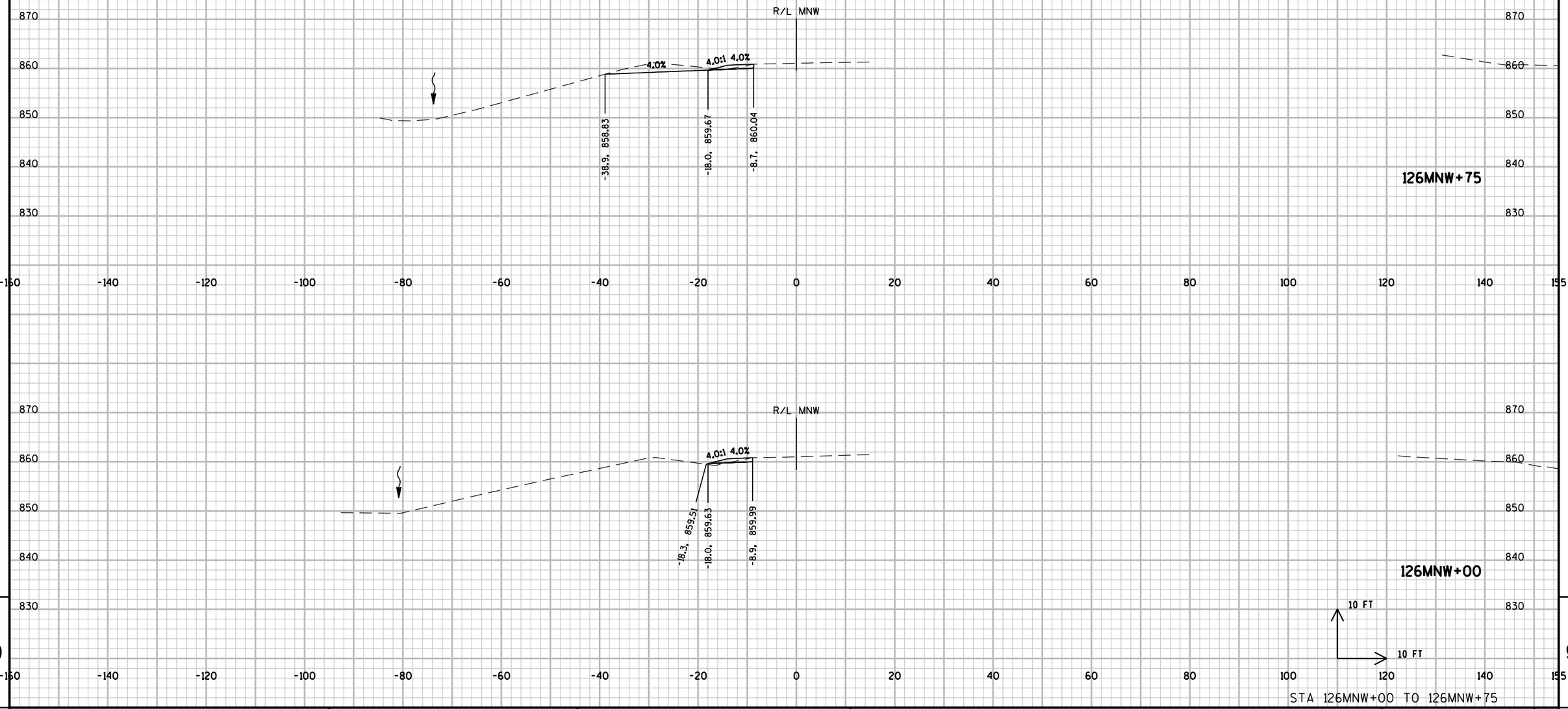
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-16	SHEET 717	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB16.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 126MNW+00 TO 126MNW+75

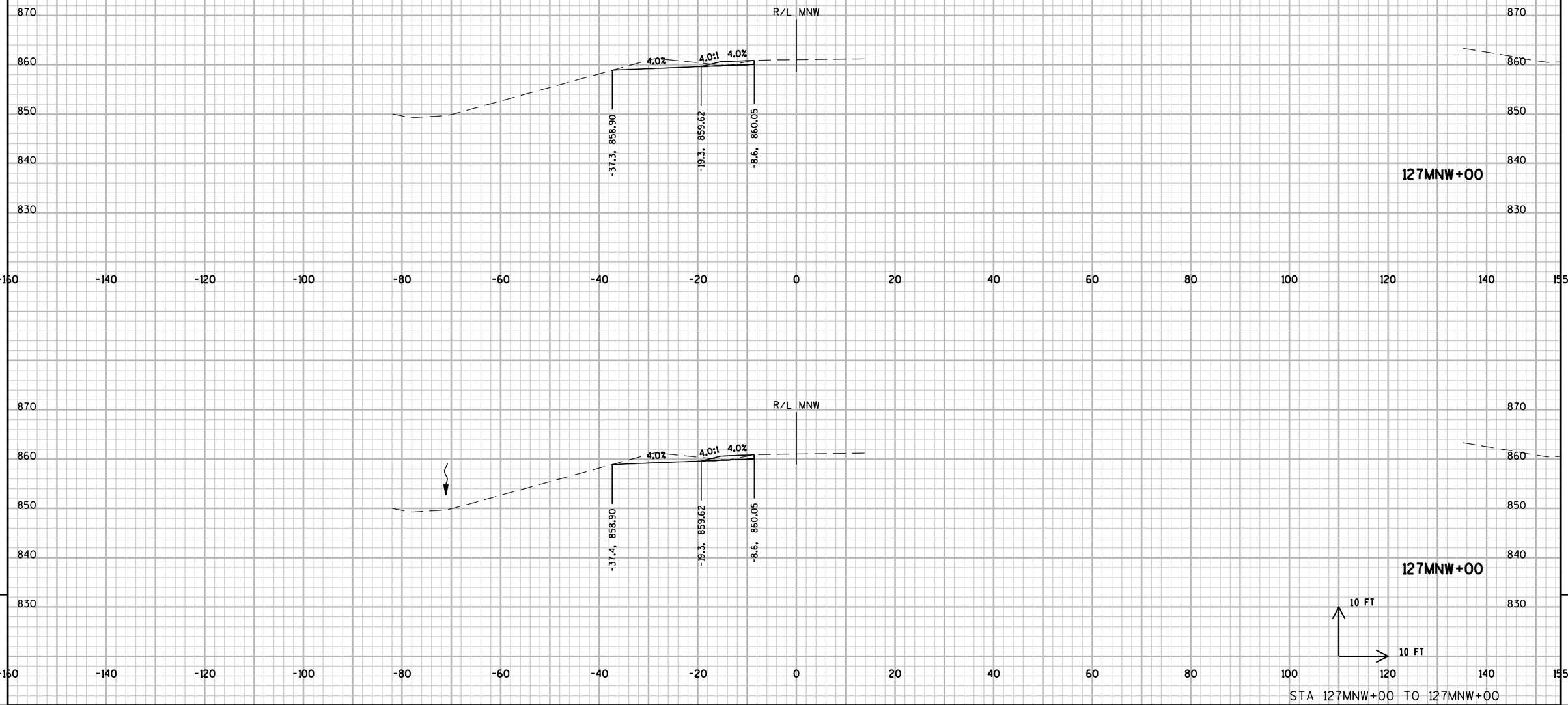
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-16	SHEET 718	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB16.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



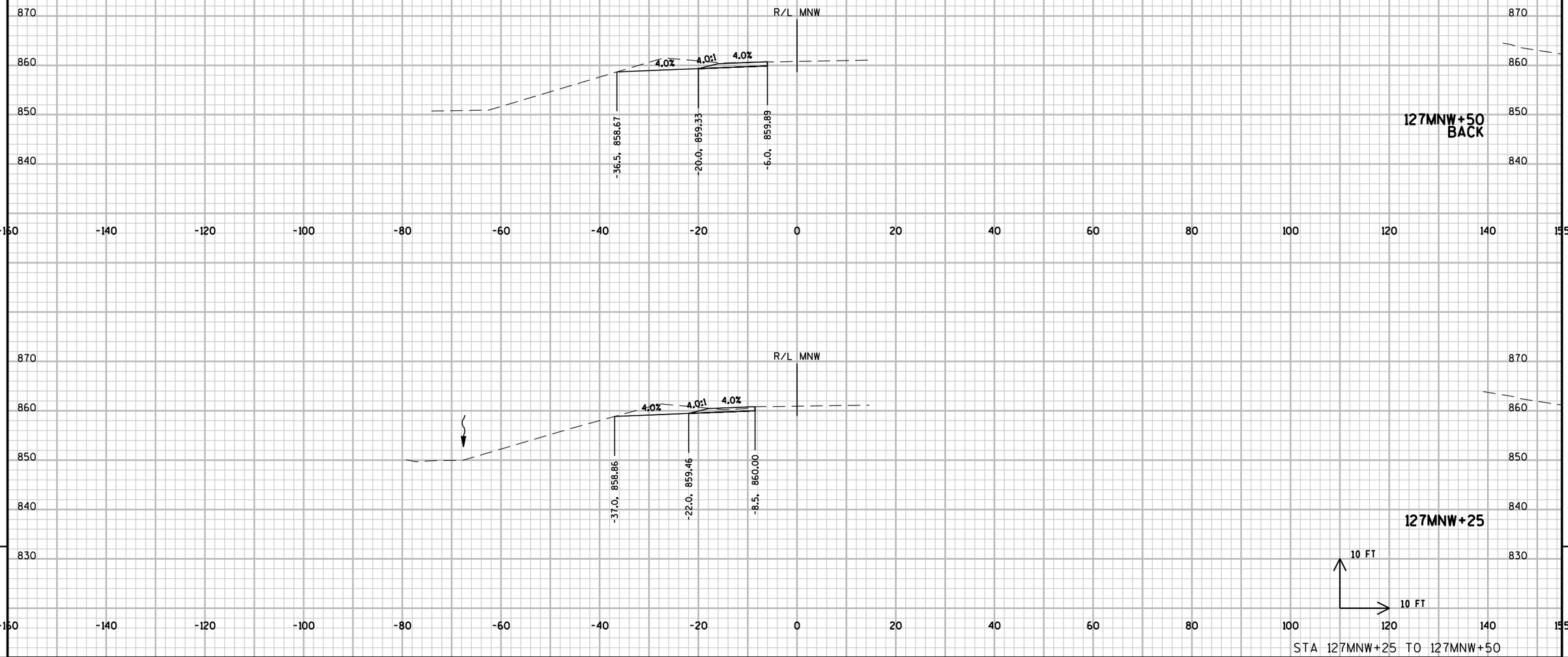
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9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-16	SHEET 719	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB16.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



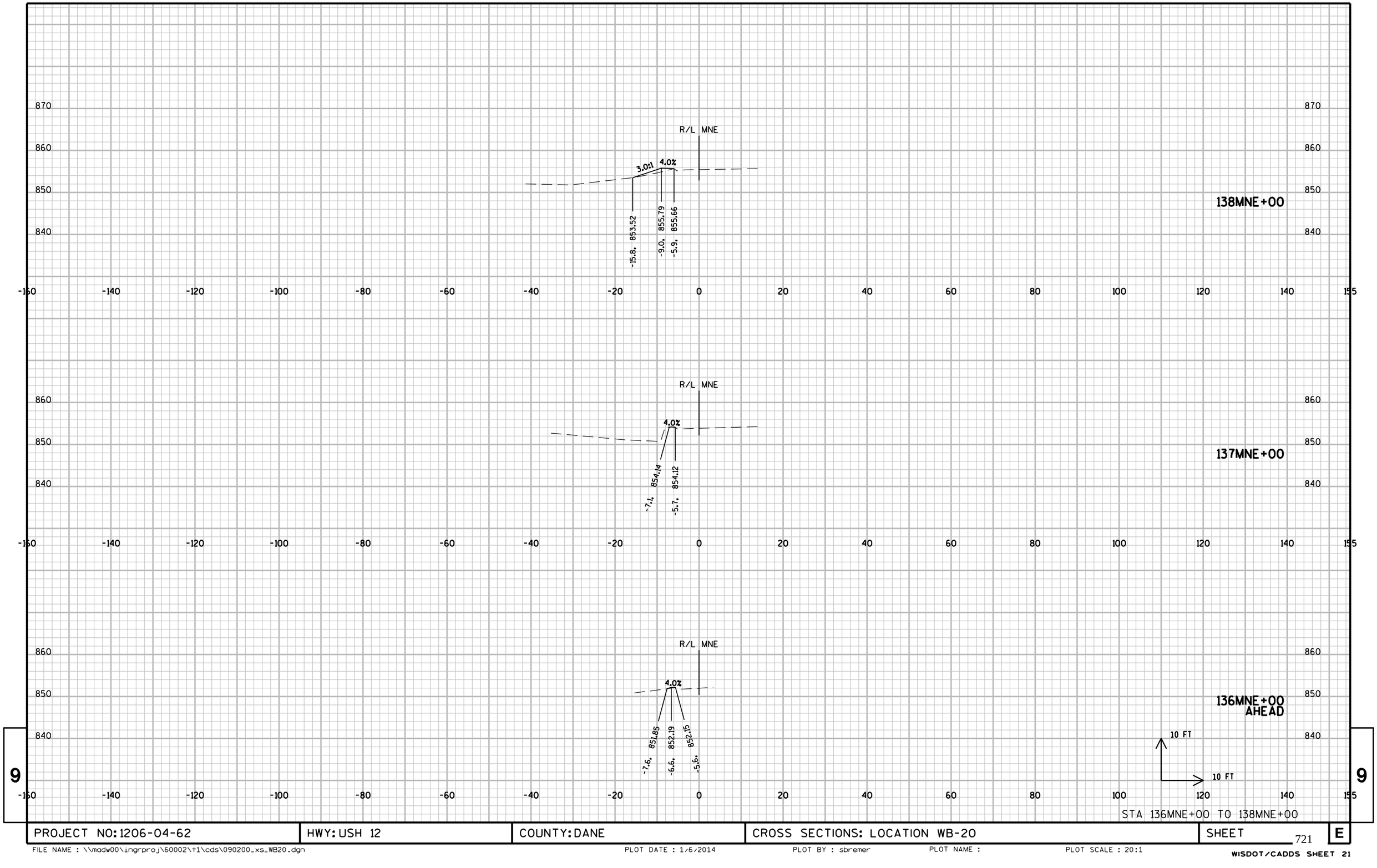
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9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-16	SHEET 720	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB16.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

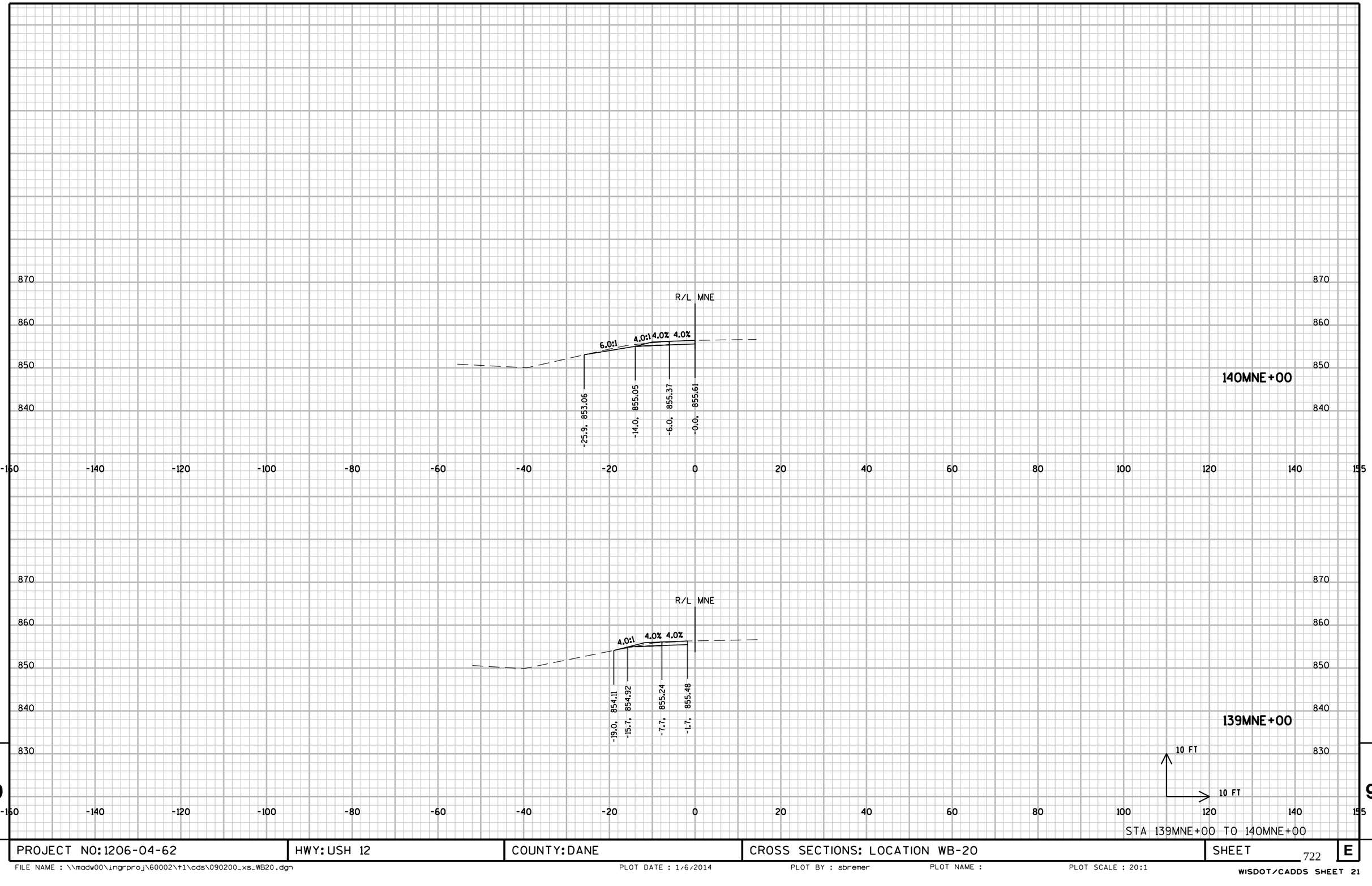
9

STA 136MNE+00 TO 138MNE+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-20	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB20.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



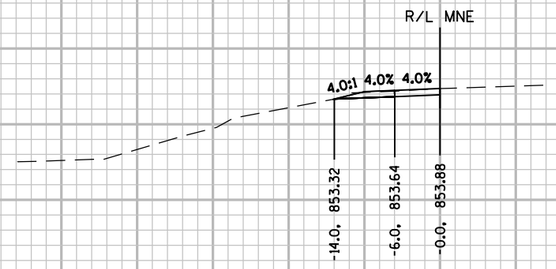
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STA 139MNE+00 TO 140MNE+00

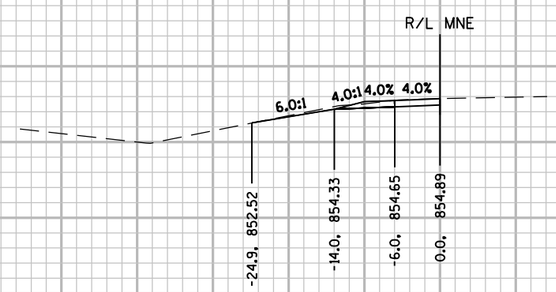
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-20	SHEET 722	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB20.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

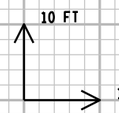
WISDOT/CADDS SHEET 21



142MNE+00



141MNE+00

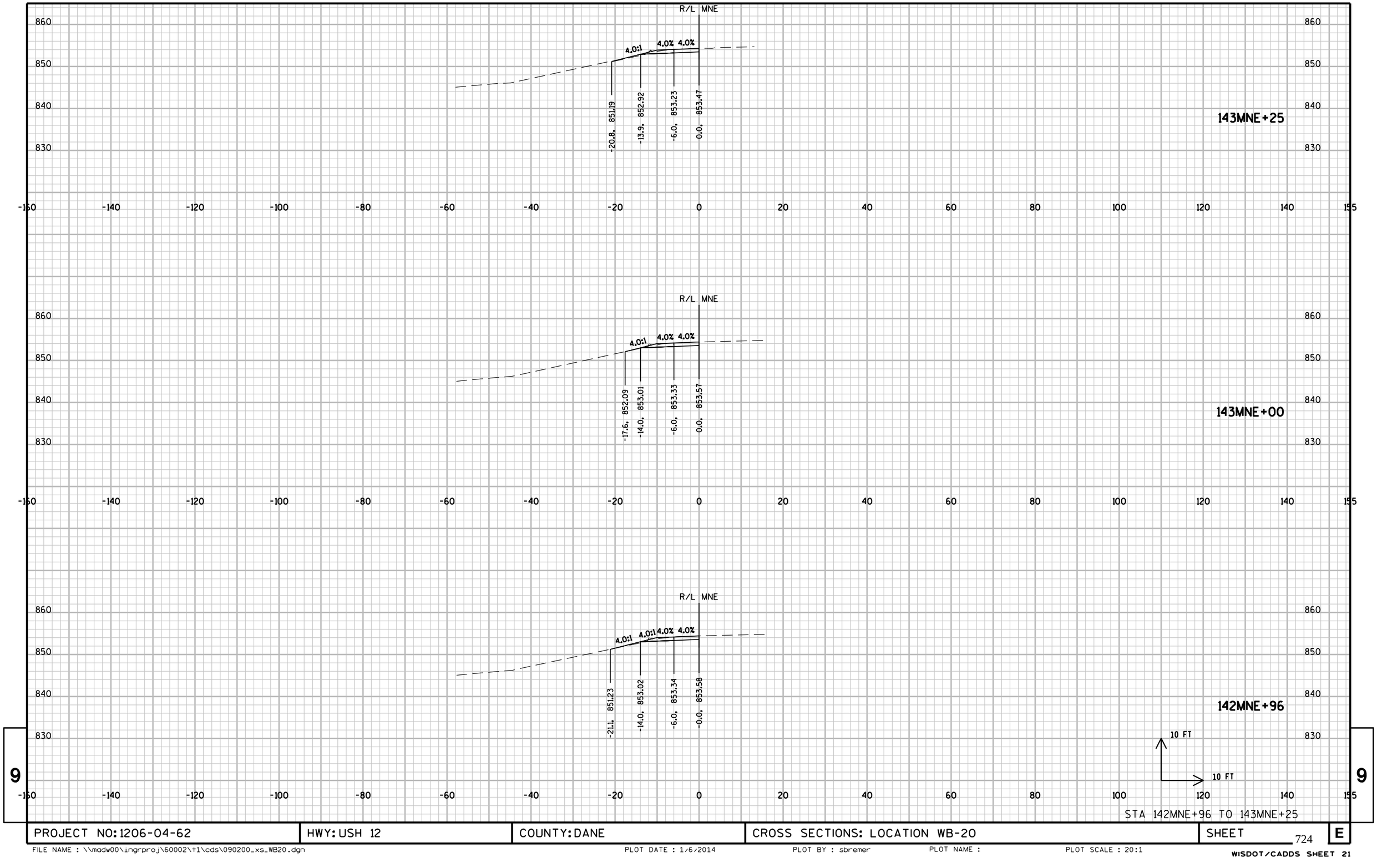


STA 141MNE+00 TO 142MNE+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-20	SHEET 723	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB20.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

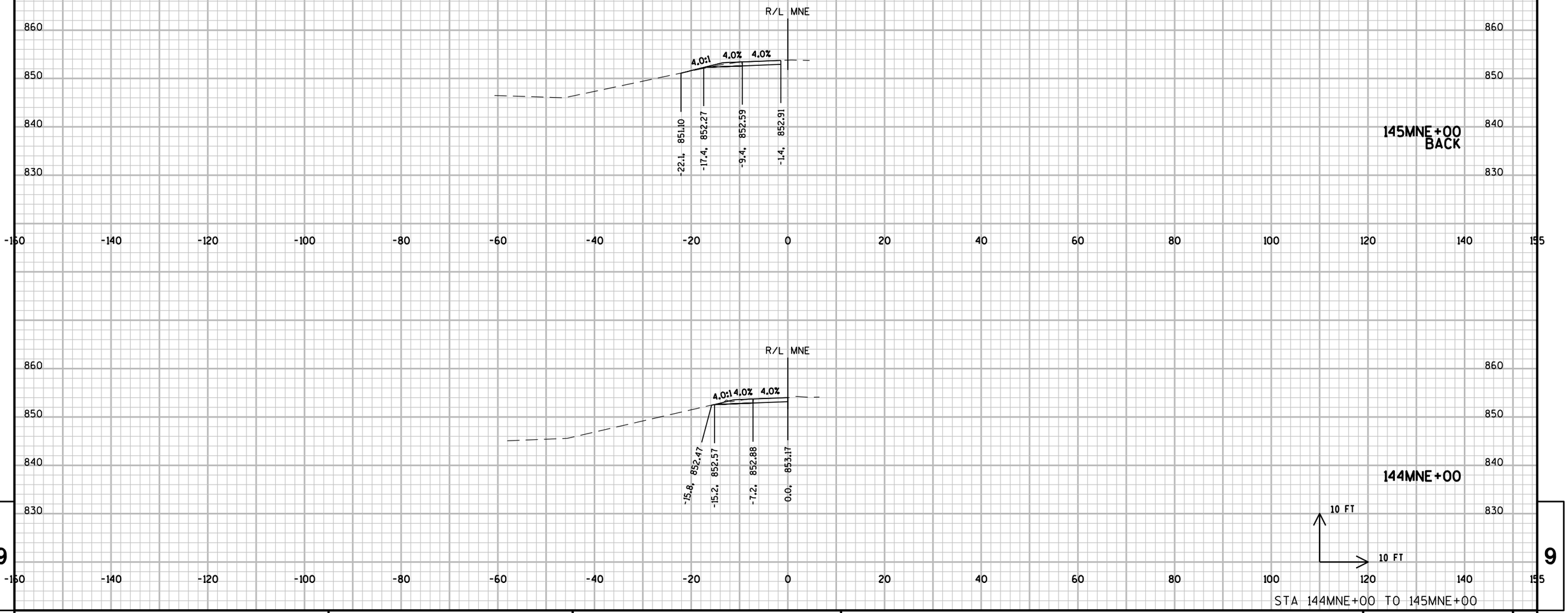


9

STA 142MNE+96 TO 143MNE+25

9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-20	SHEET 724	E



9

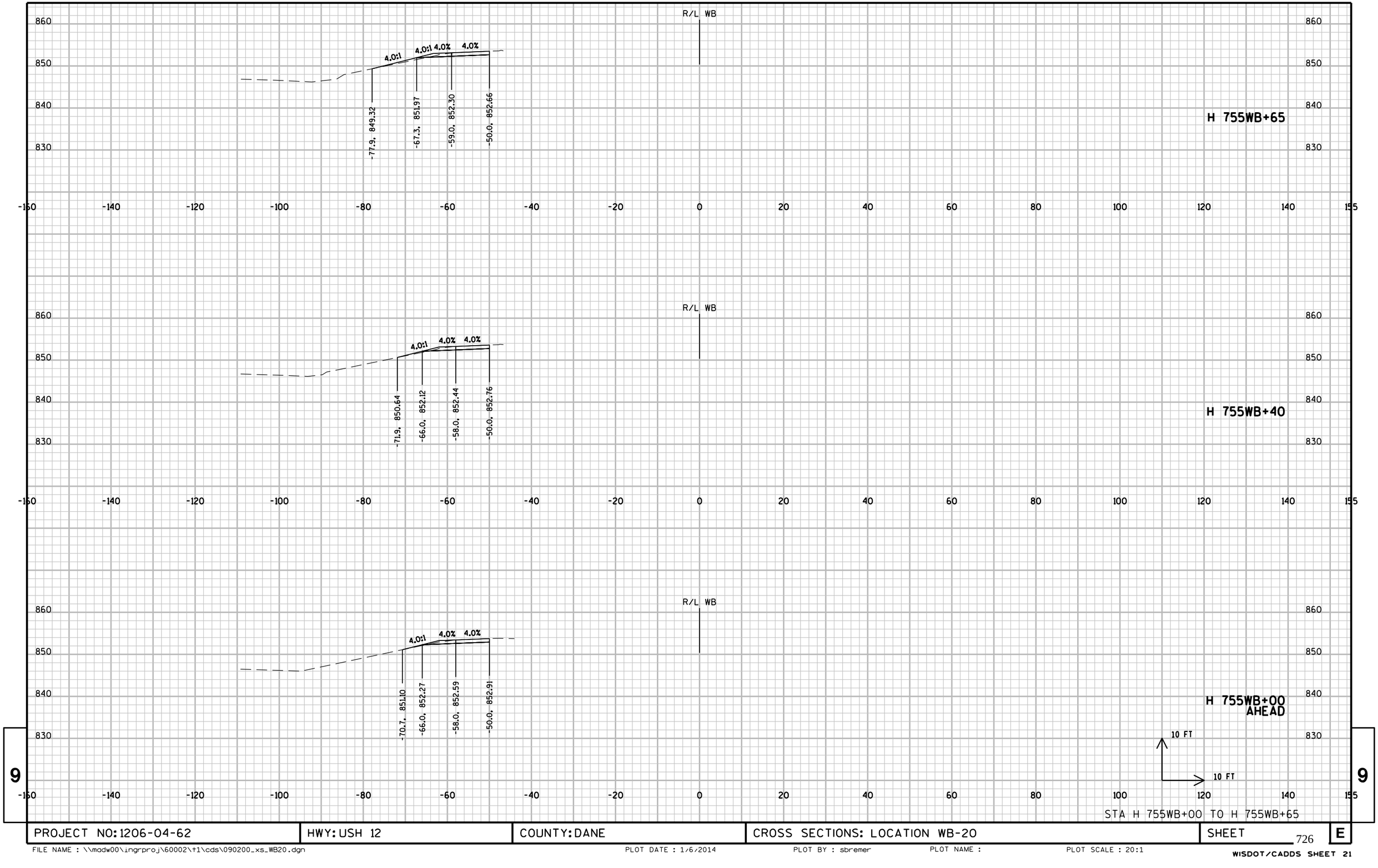
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STA 144MNE+00 TO 145MNE+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-20	SHEET 725	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB20.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

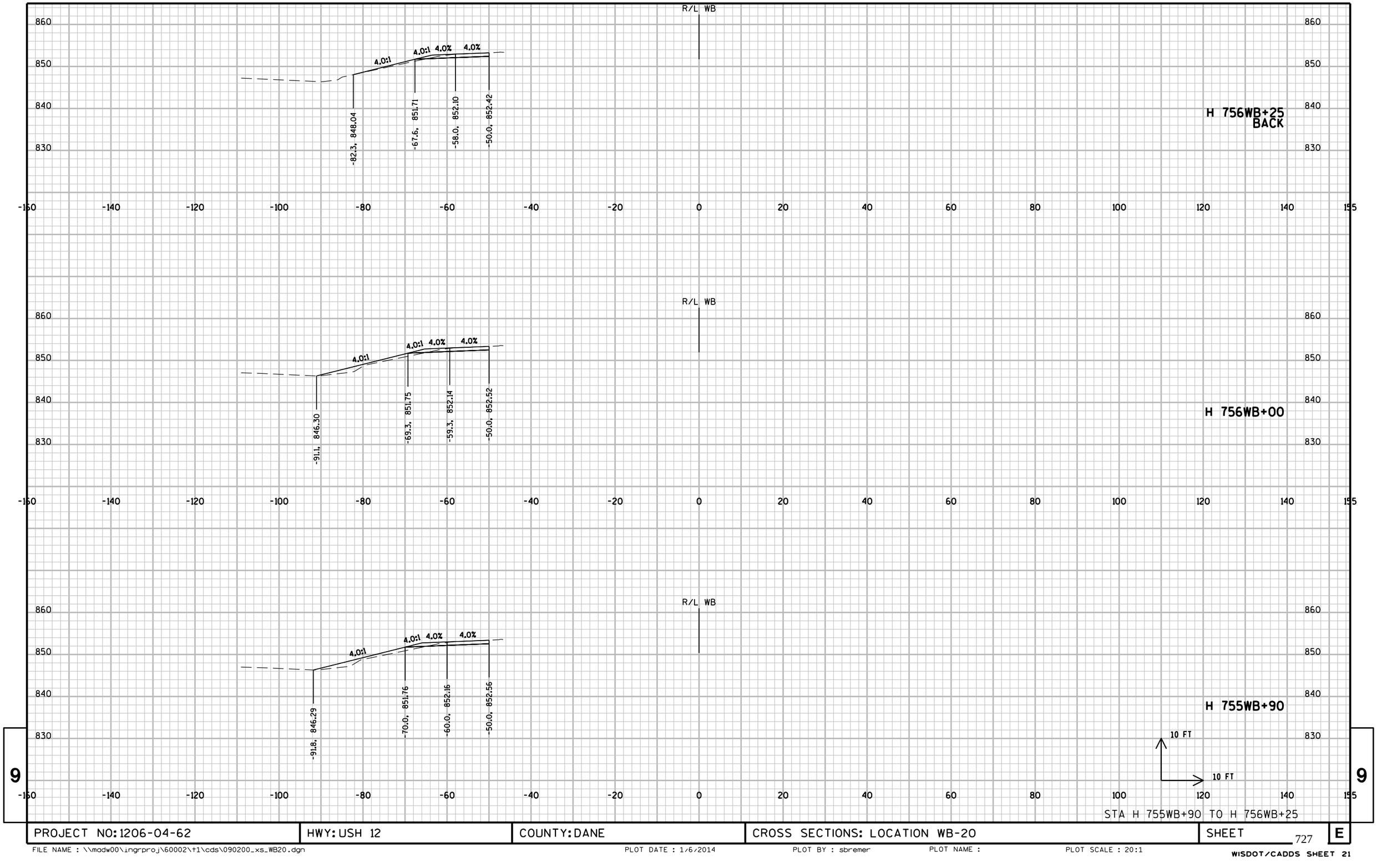
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STA H 755WB+00 TO H 755WB+65

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-20	SHEET 726	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB20.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

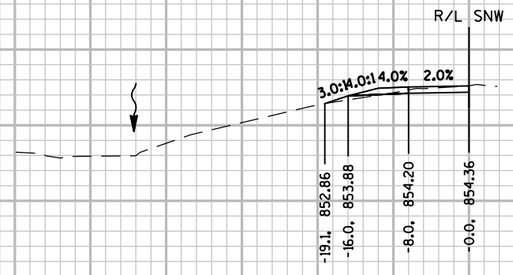


STA H 755WB+90 TO H 756WB+25

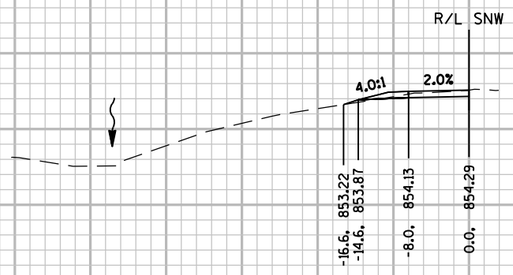
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9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-20	SHEET 727	E



163SNW+70



163SNW+50
AHEAD

10 FT
10 FT

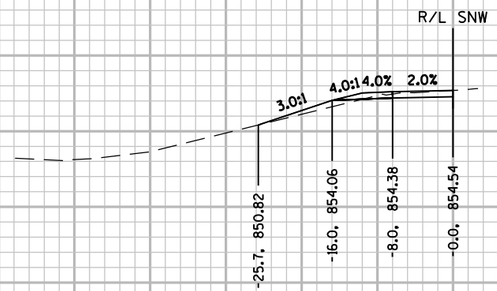
STA 163SNW+50 TO 163SNW+70

9

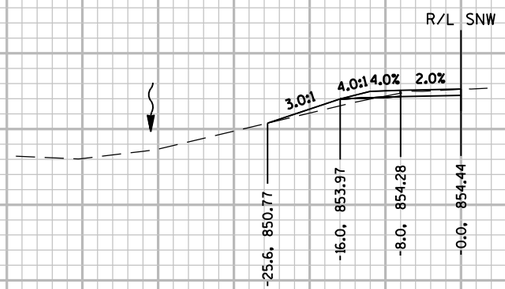
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-21	SHEET 728	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB21.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

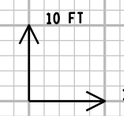
WISDOT/CADDS SHEET 21



164SNW+27



164SNW+00

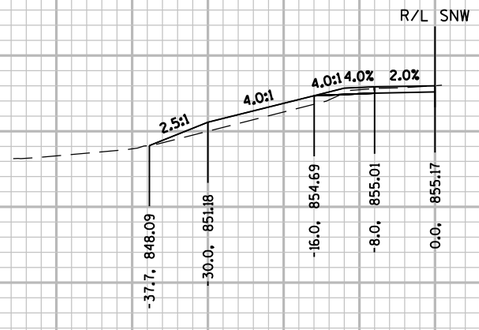


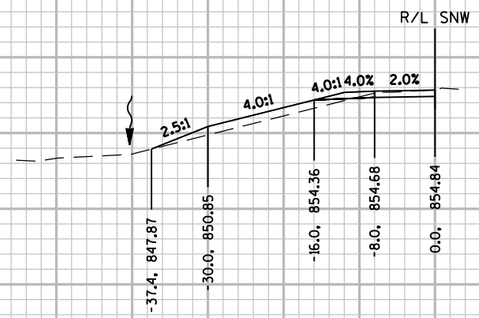
STA 164SNW+00 TO 164SNW+27

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-21	SHEET 729	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB21.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21





165SNW+80

165SNW+00

10 FT

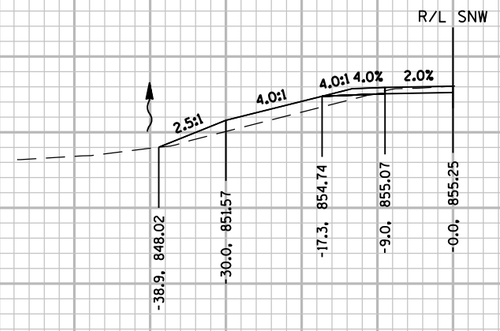
10 FT

STA 165SNW+00 TO 165SNW+80

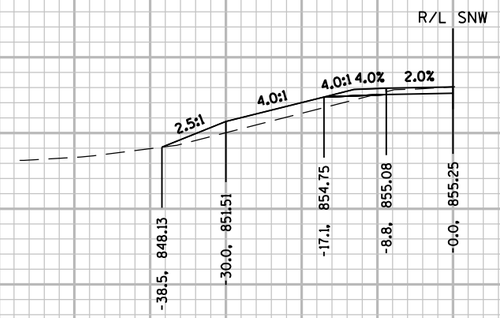
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-21	SHEET 730	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB21.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



166SNW+05



166SNW+00

10 FT
10 FT

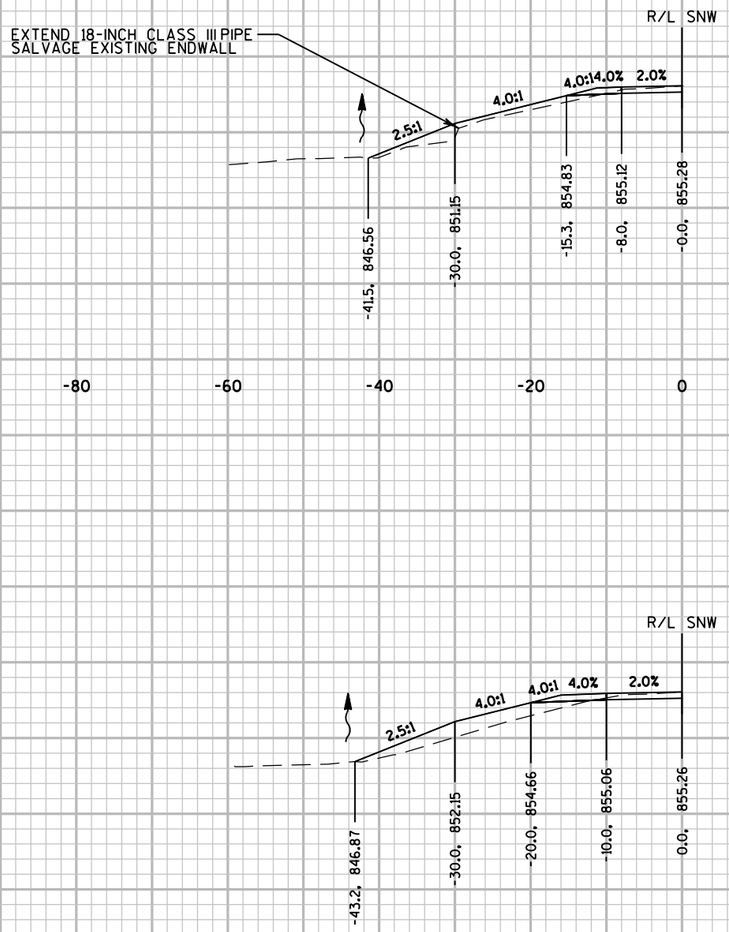
STA 166SNW+00 TO 166SNW+05

9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-21	SHEET 731	E

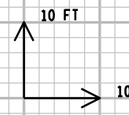
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WISDOT/CADDS SHEET 21



167SNW+00
BACK

166SNW+30

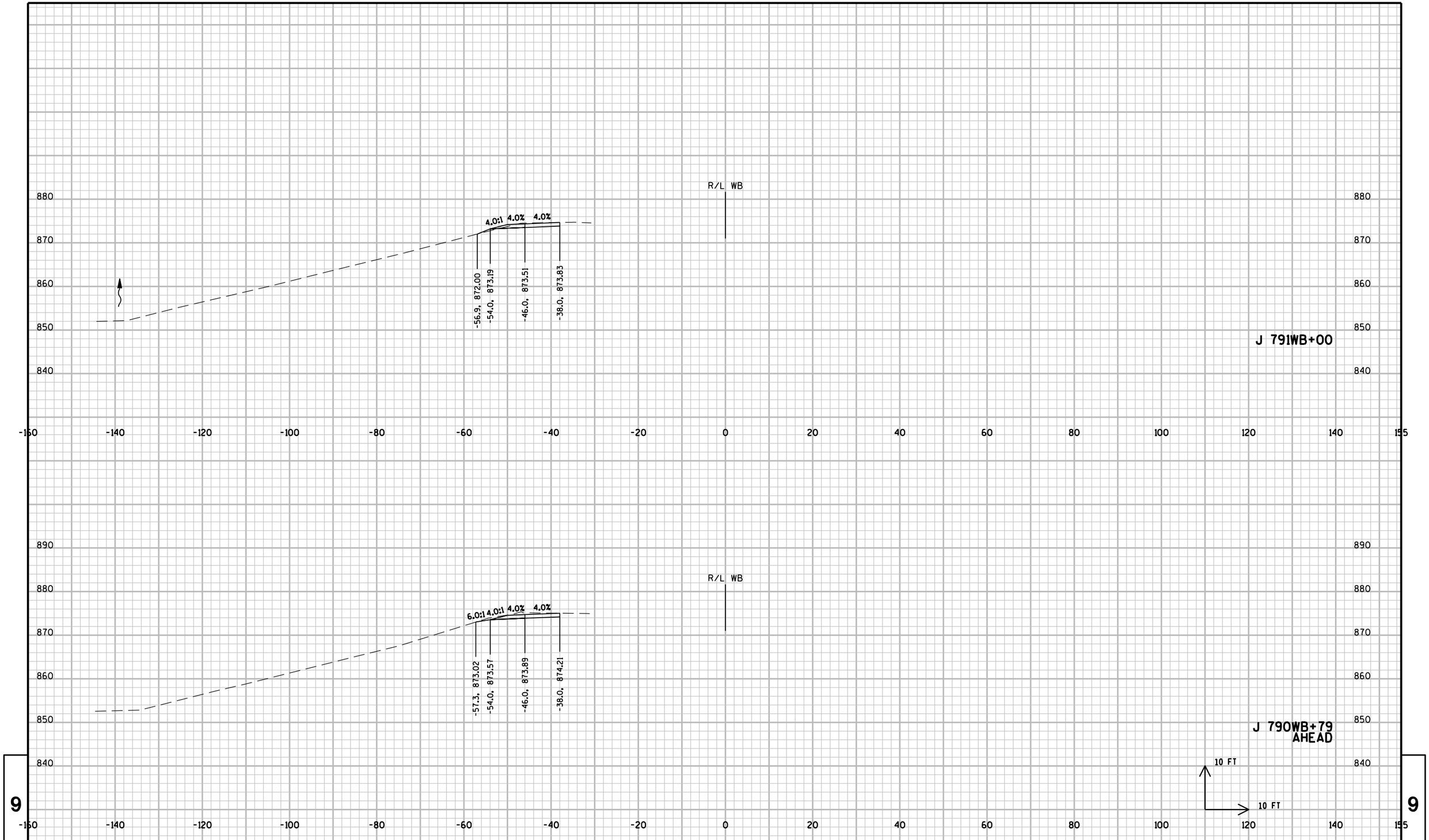


STA 166SNW+30 TO 167SNW+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-21	SHEET 732	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB21.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

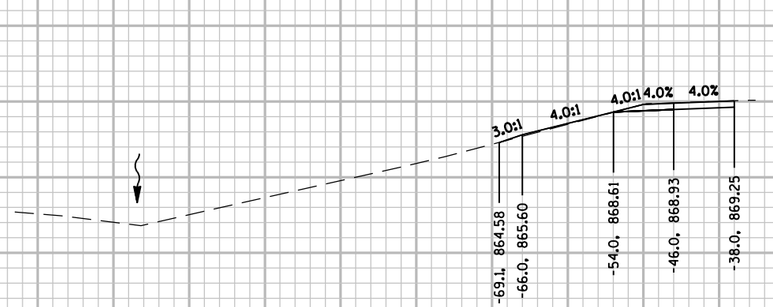
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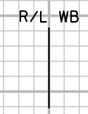
STA J 790WB+79 TO J 791WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-22	SHEET 733	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB22.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

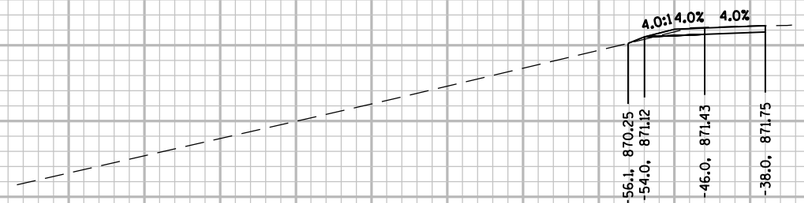


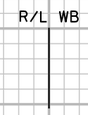


880
870
860
850
840

J 793WB+00

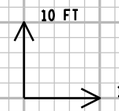
-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155





880
870
860
850
840

J 792WB+00



-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

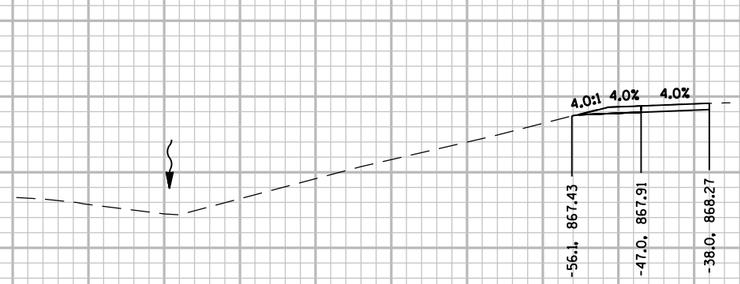
STA J 792WB+00 TO J 793WB+00

9 9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-22	SHEET 734	E

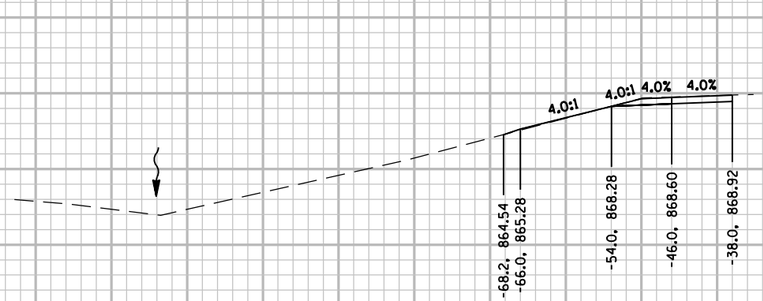
FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB22.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



R/L WB

J 793WB+38



R/L WB

J 793WB+13

10 FT

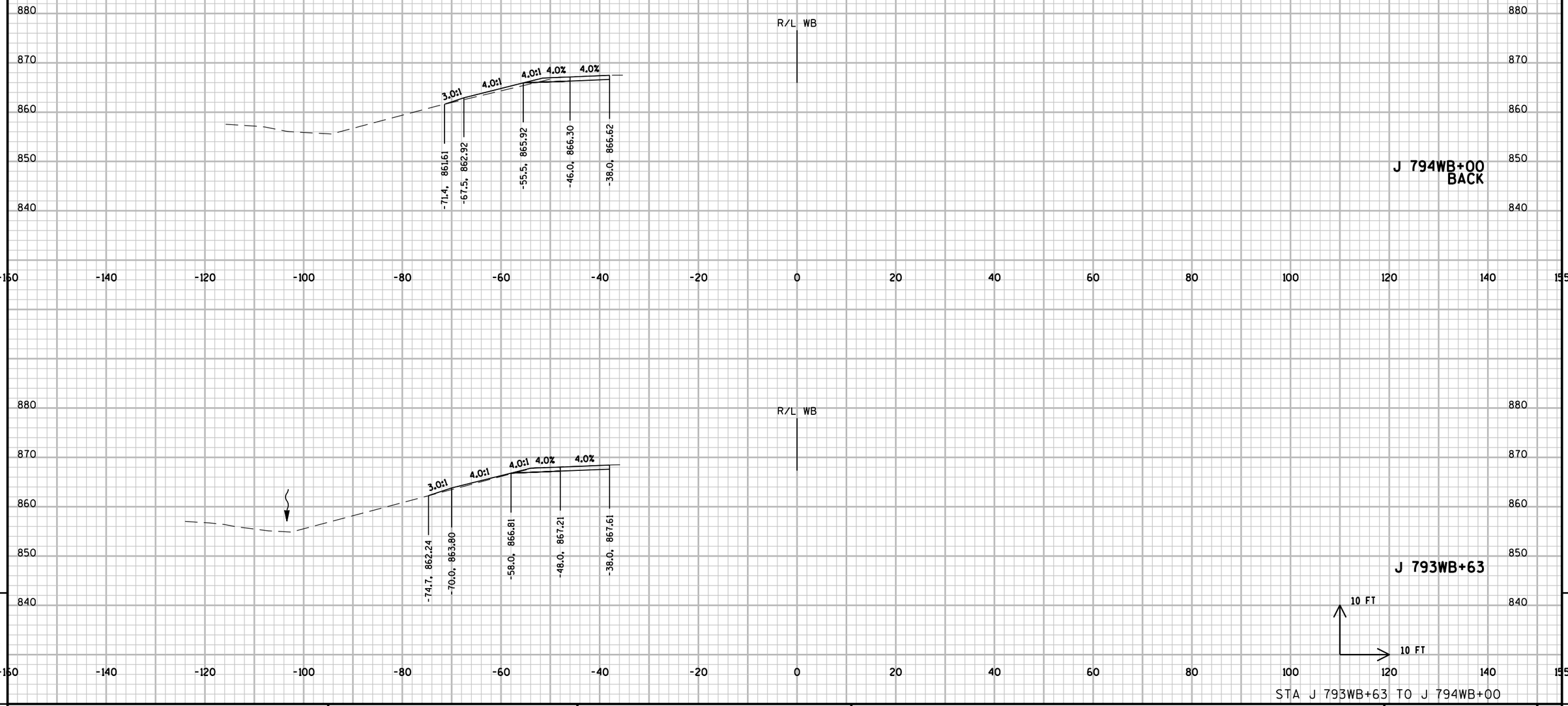
10 FT

STA J 793WB+13 TO J 793WB+38

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-22	SHEET 735	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB22.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

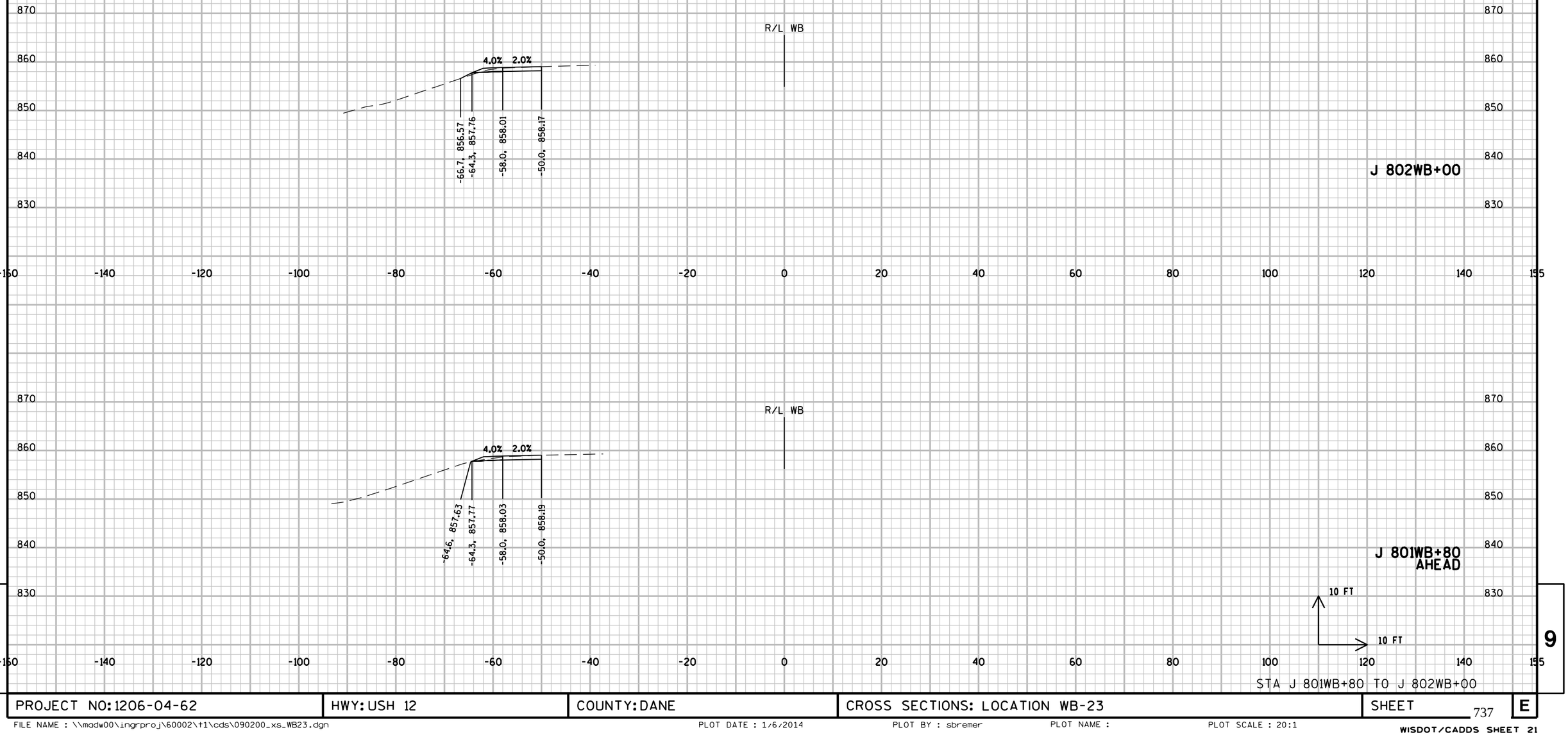


STA J 793WB+63 TO J 794WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-22	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB22.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

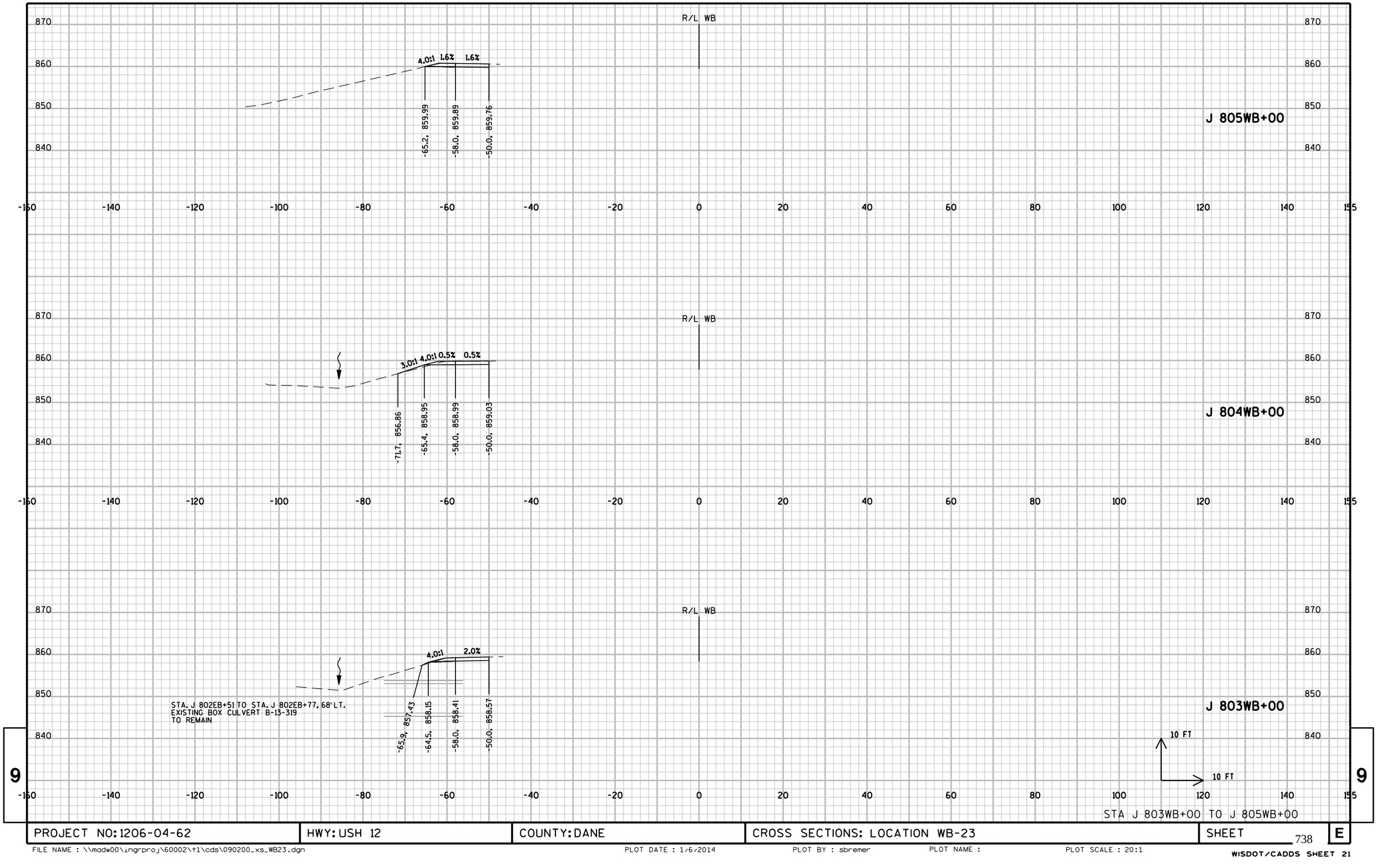
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STA J 801WB+80 TO J 802WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-23	SHEET 737	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB23.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

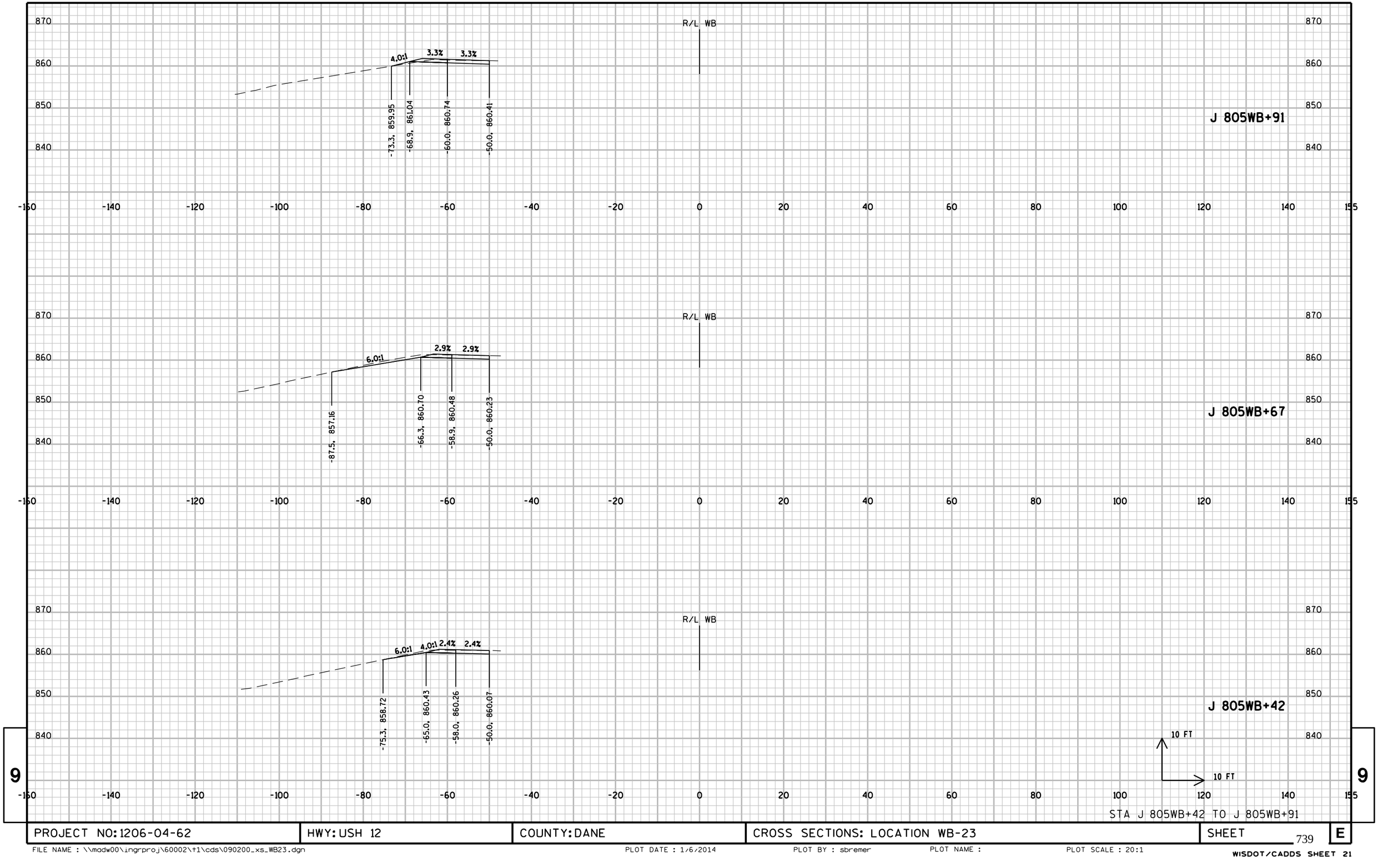
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STA J 803WB+00 TO J 805WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-23	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB23.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

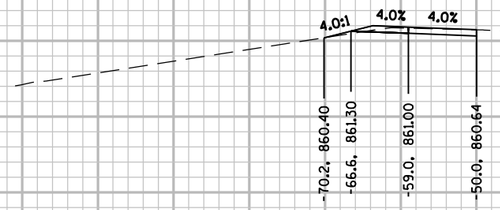


STA J 805WB+42 TO J 805WB+91

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-23	SHEET 739	E

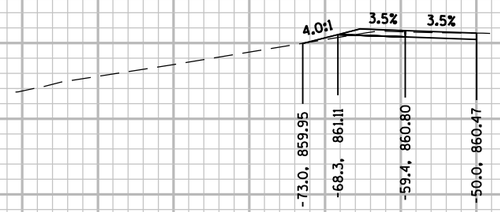
FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB23.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



R/L WB

J 806WB+25
BACK



R/L WB

J 806WB+00

10 FT
10 FT

STA J 806WB+00 TO J 806WB+25

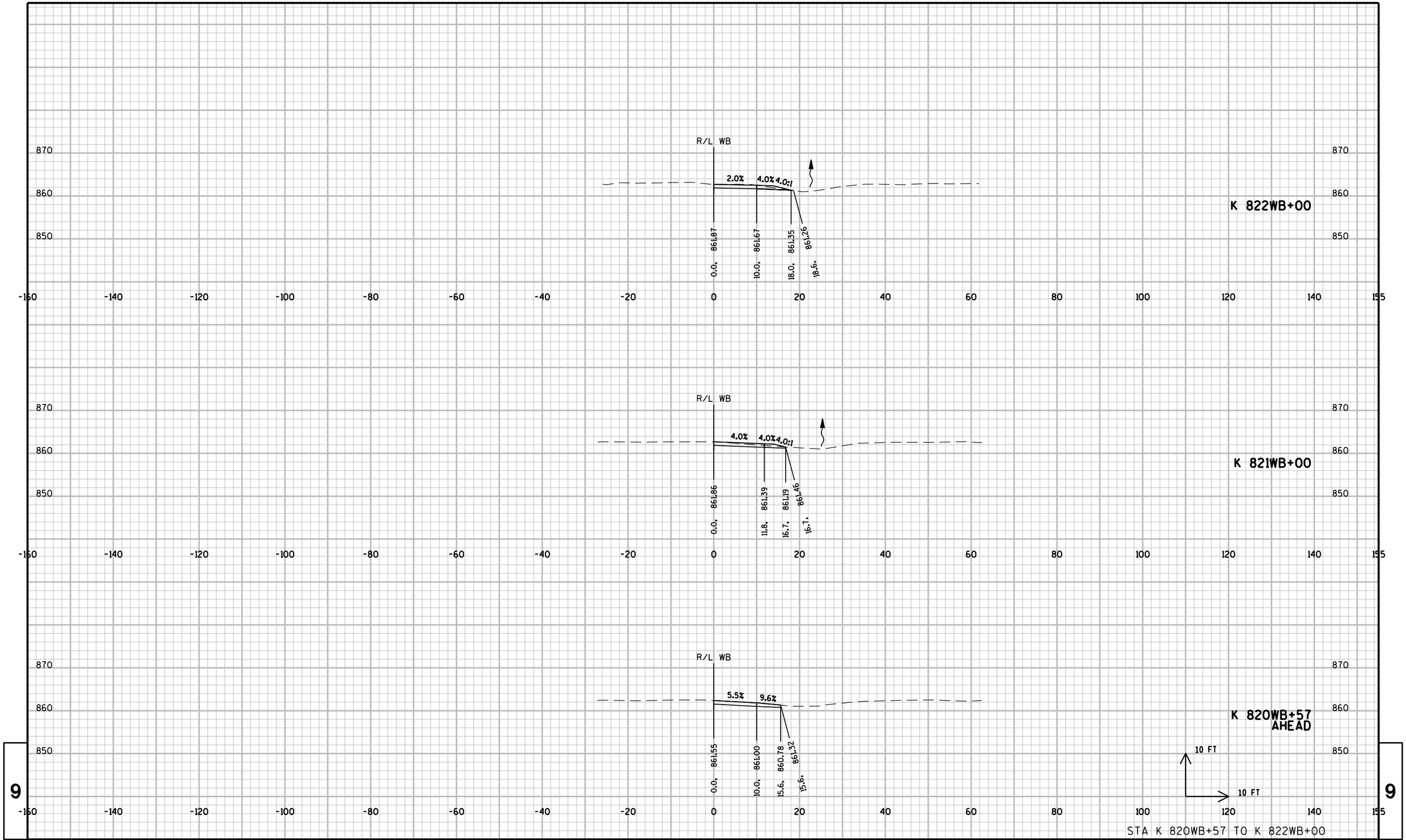
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9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-23	SHEET 740	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB23.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

9

STA K 820WB+57 TO K 822WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-24	SHEET 741	E

9

9

STA K 823WB+00 TO K 825WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-24	SHEET 742	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB24.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

9

9

STA K 826WB+00 TO K 828WB+00

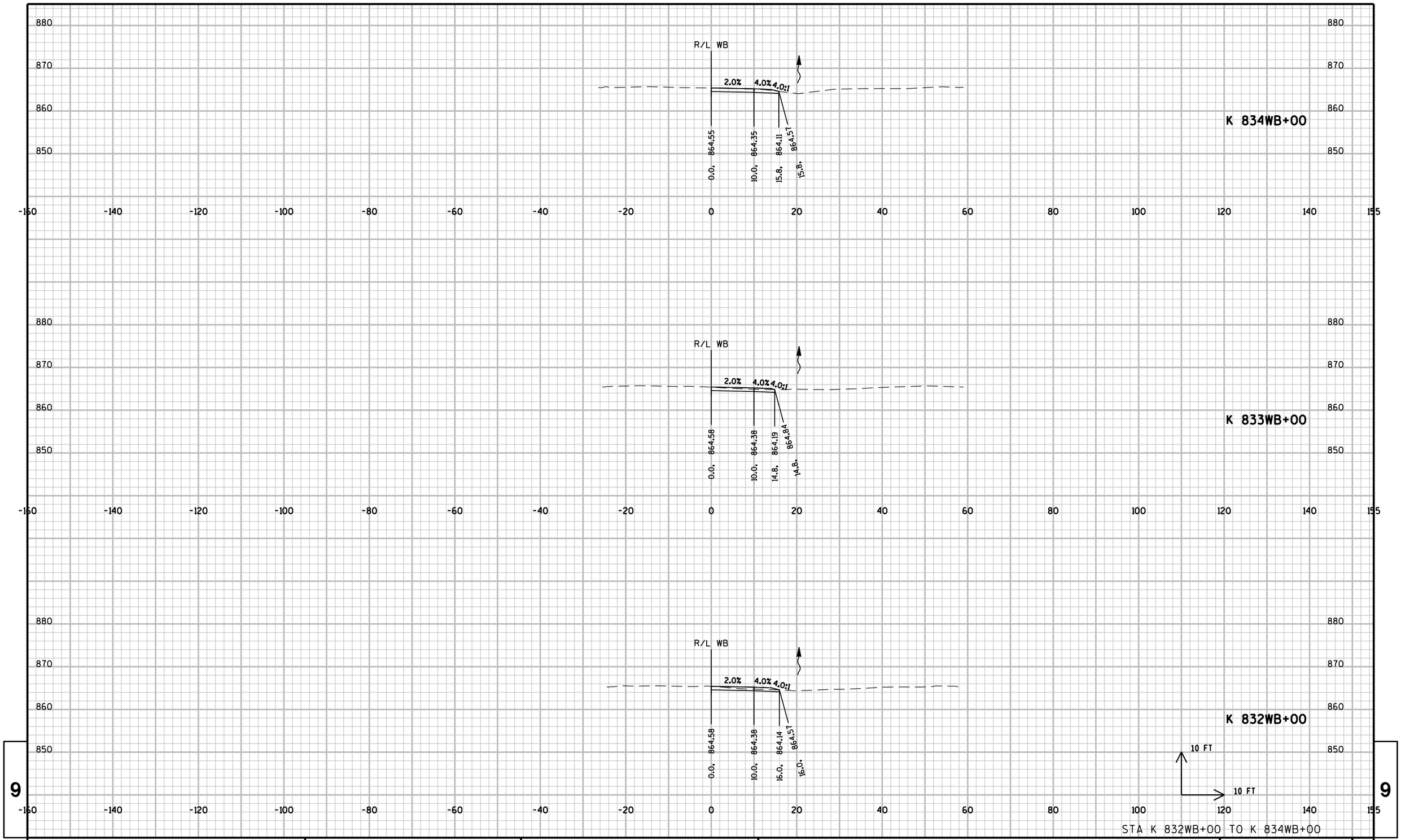
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-24	SHEET 743	E

9

9

STA K 829WB+00 TO K 831WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-24	SHEET 744	E



9

9

STA K 832WB+00 TO K 834WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-24	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB24.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

9

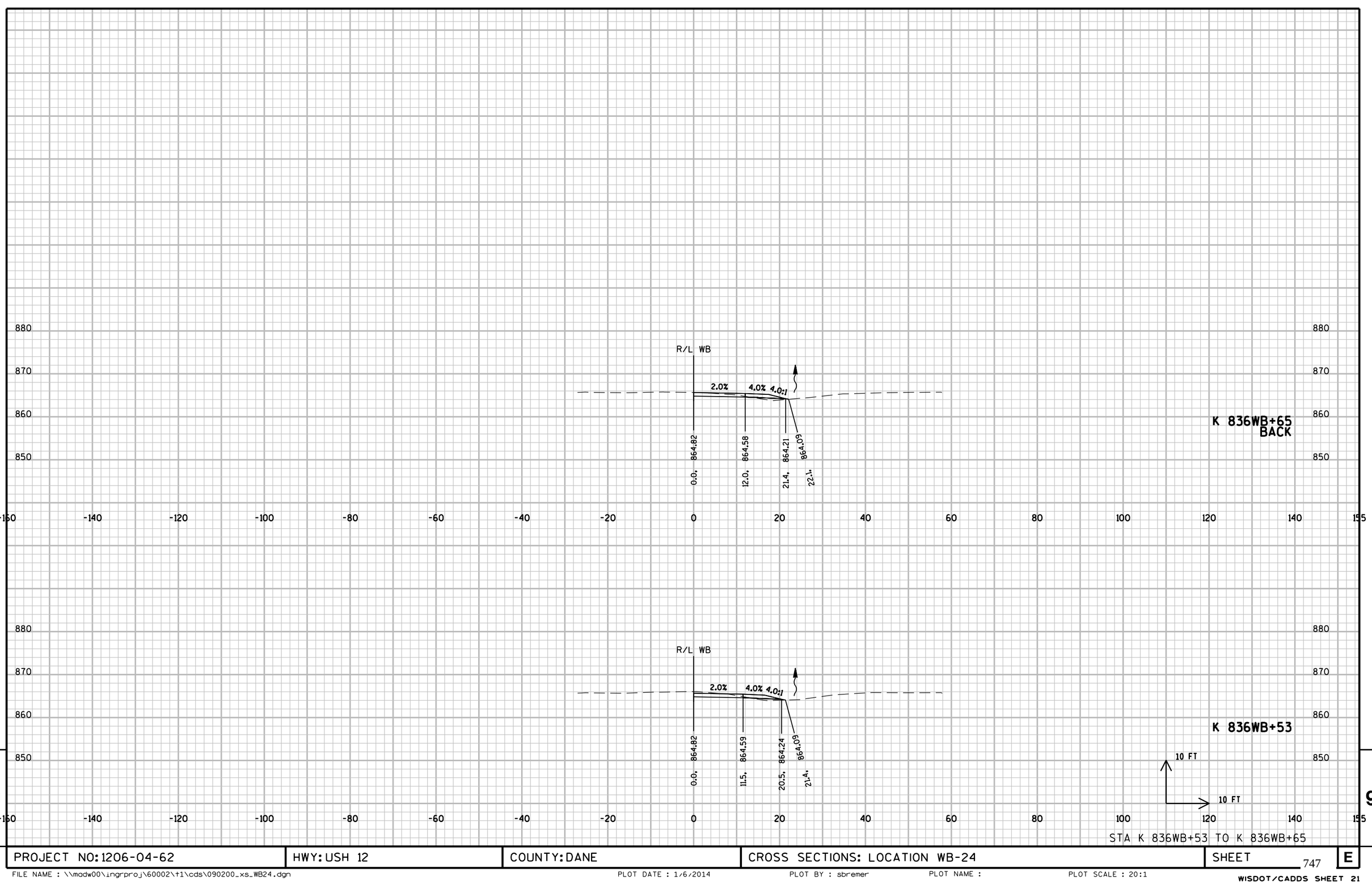
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STA K 835WB+00 TO K 836WB+15

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-24	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB24.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

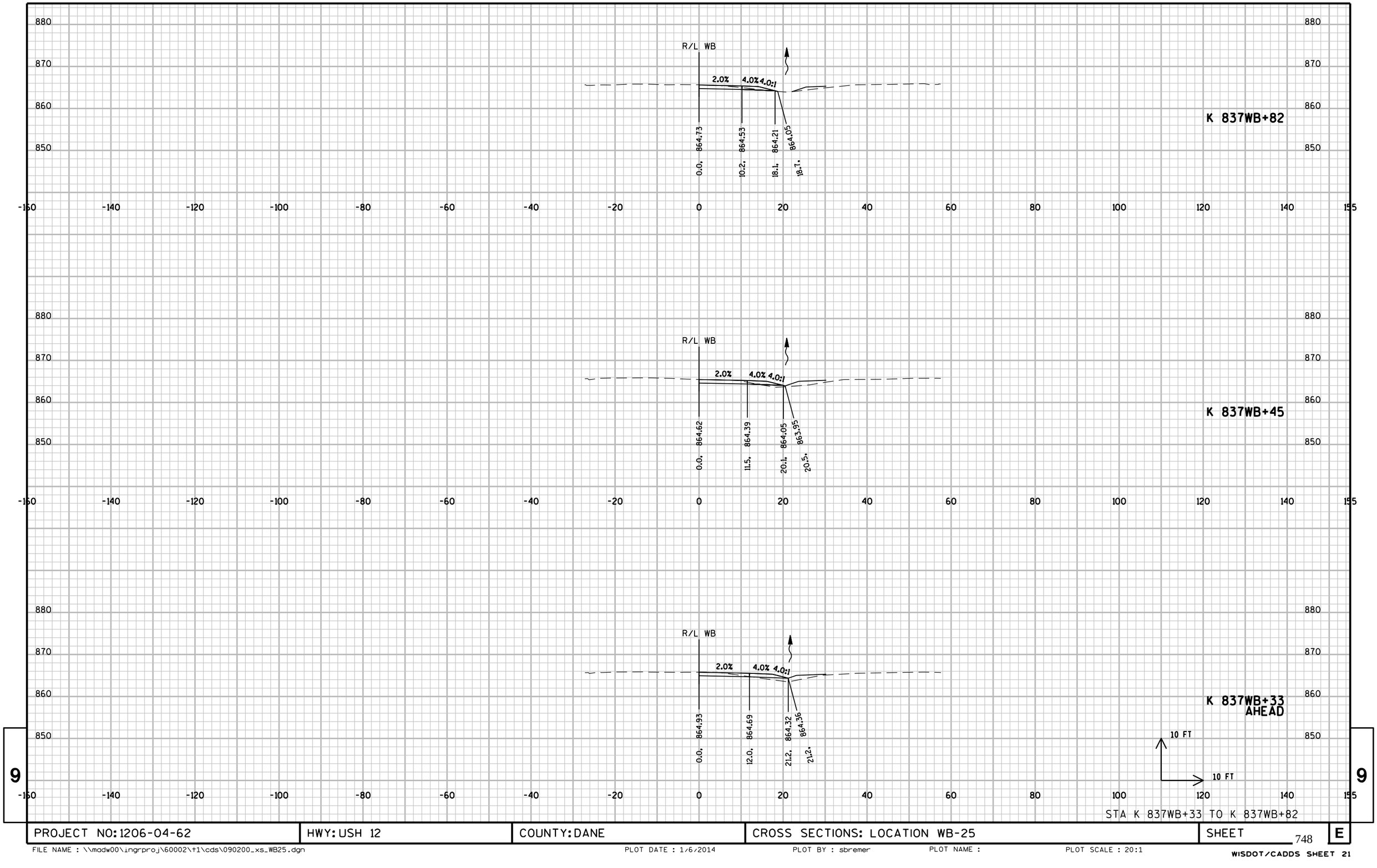
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STA K 836WB+53 TO K 836WB+65

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-24	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB24.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

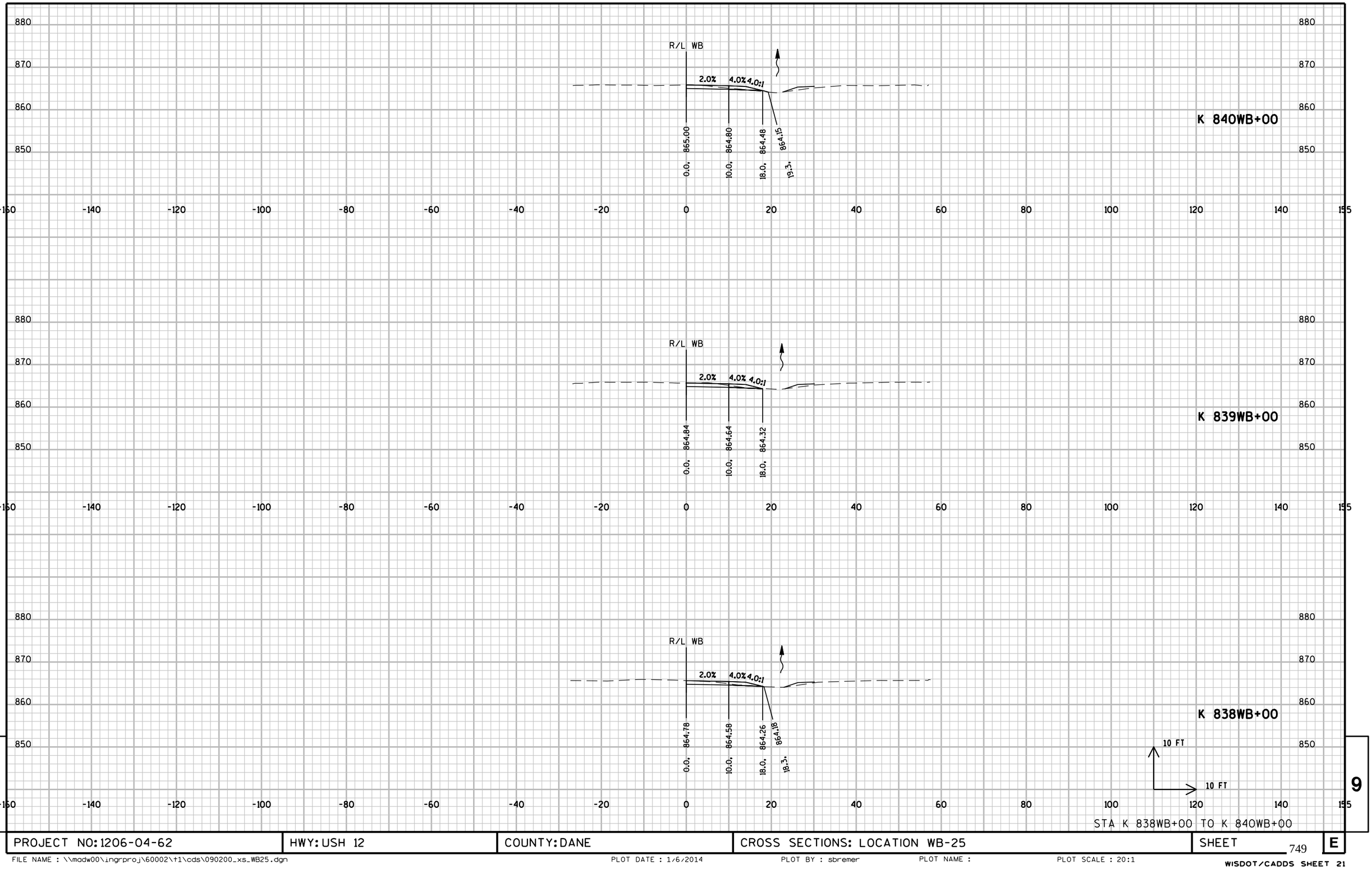
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STA K 837WB+33 TO K 837WB+82

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-25	SHEET 748	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB25.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

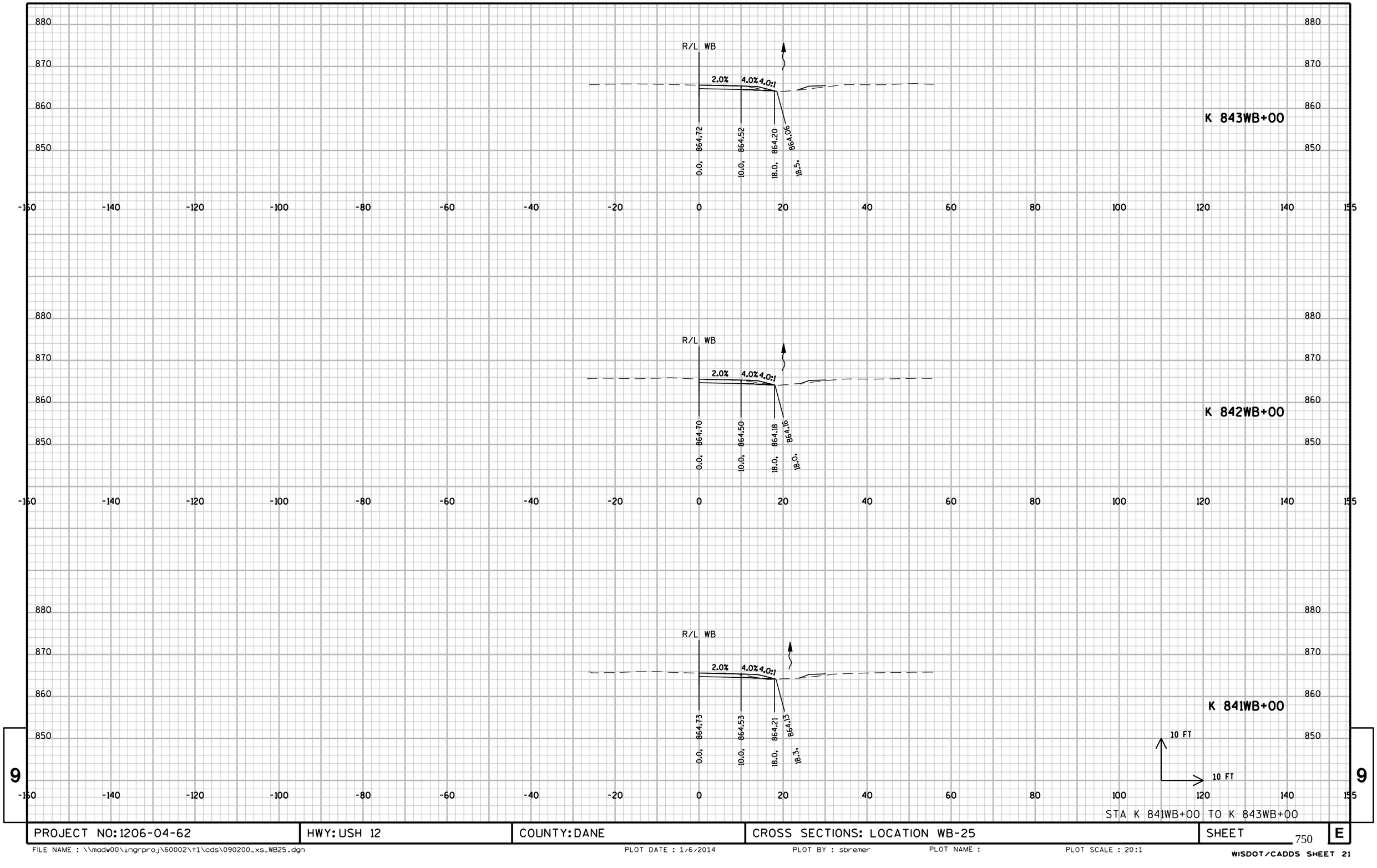


STA K 838WB+00 TO K 840WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-25	SHEET 749	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB25.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA K 841WB+00 TO K 843WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-25	SHEET 750	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB25.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

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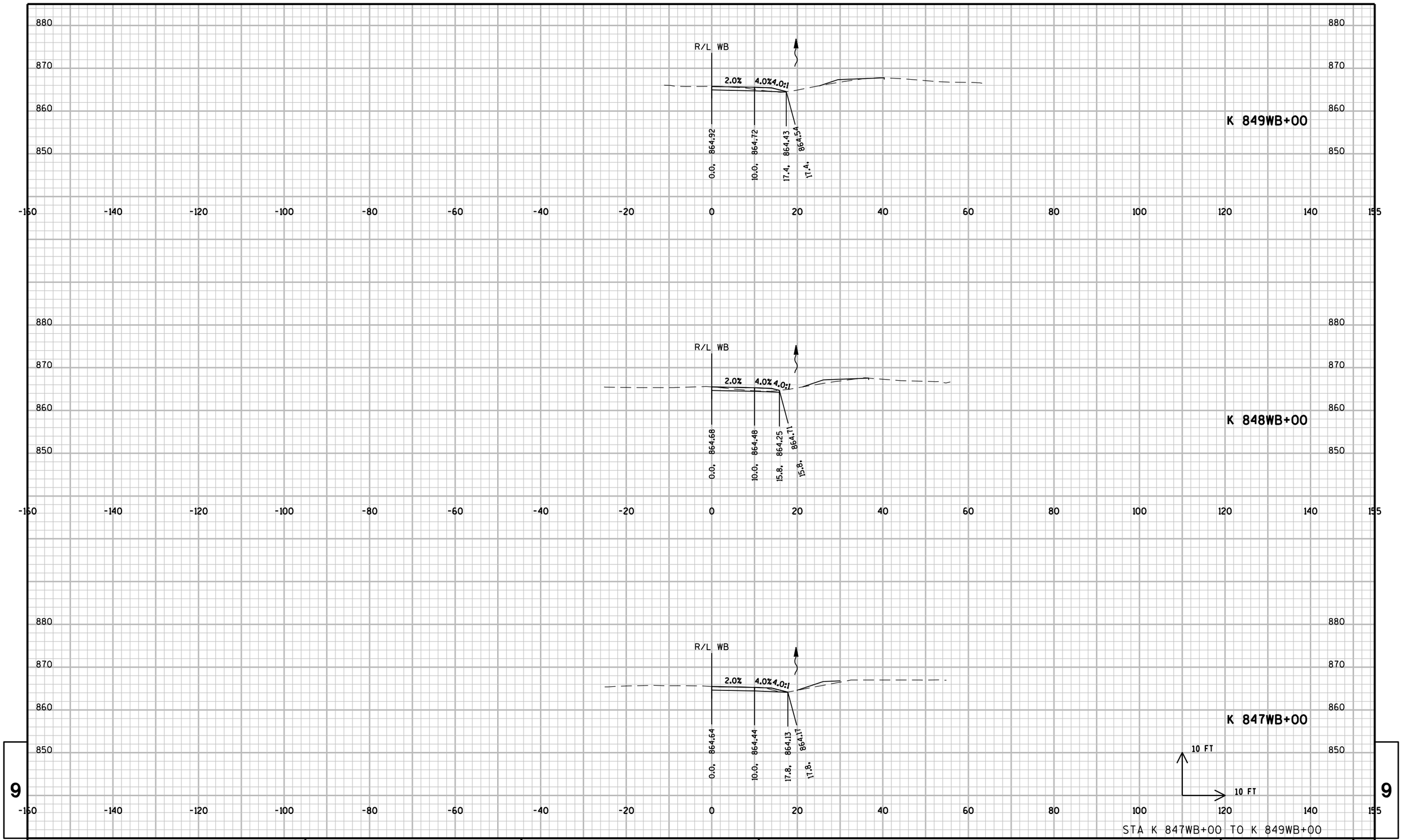
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STA K 844WB+00 TO K 846WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-25	SHEET 751	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB25.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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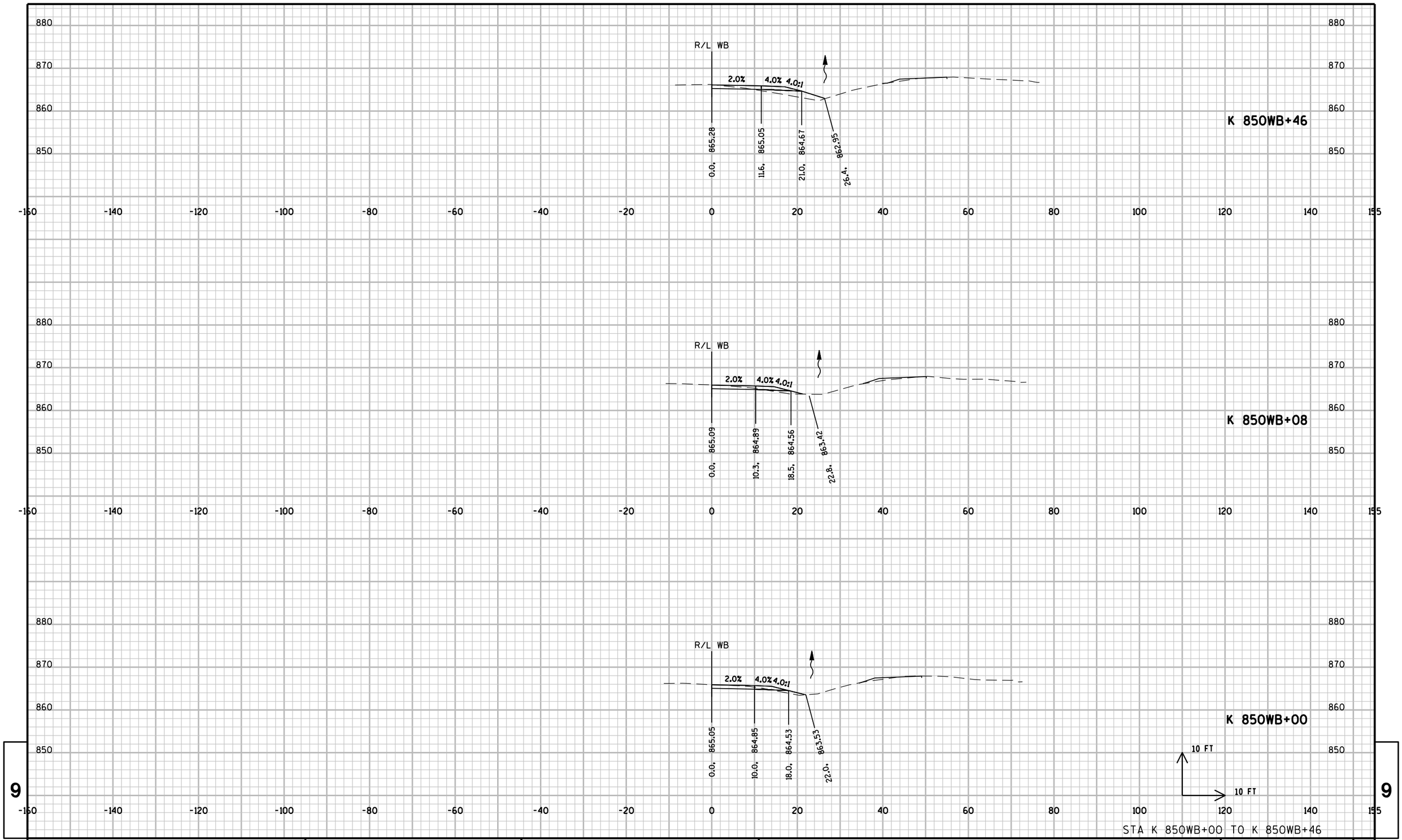
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STA K 847WB+00 TO K 849WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-25	SHEET E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB25.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

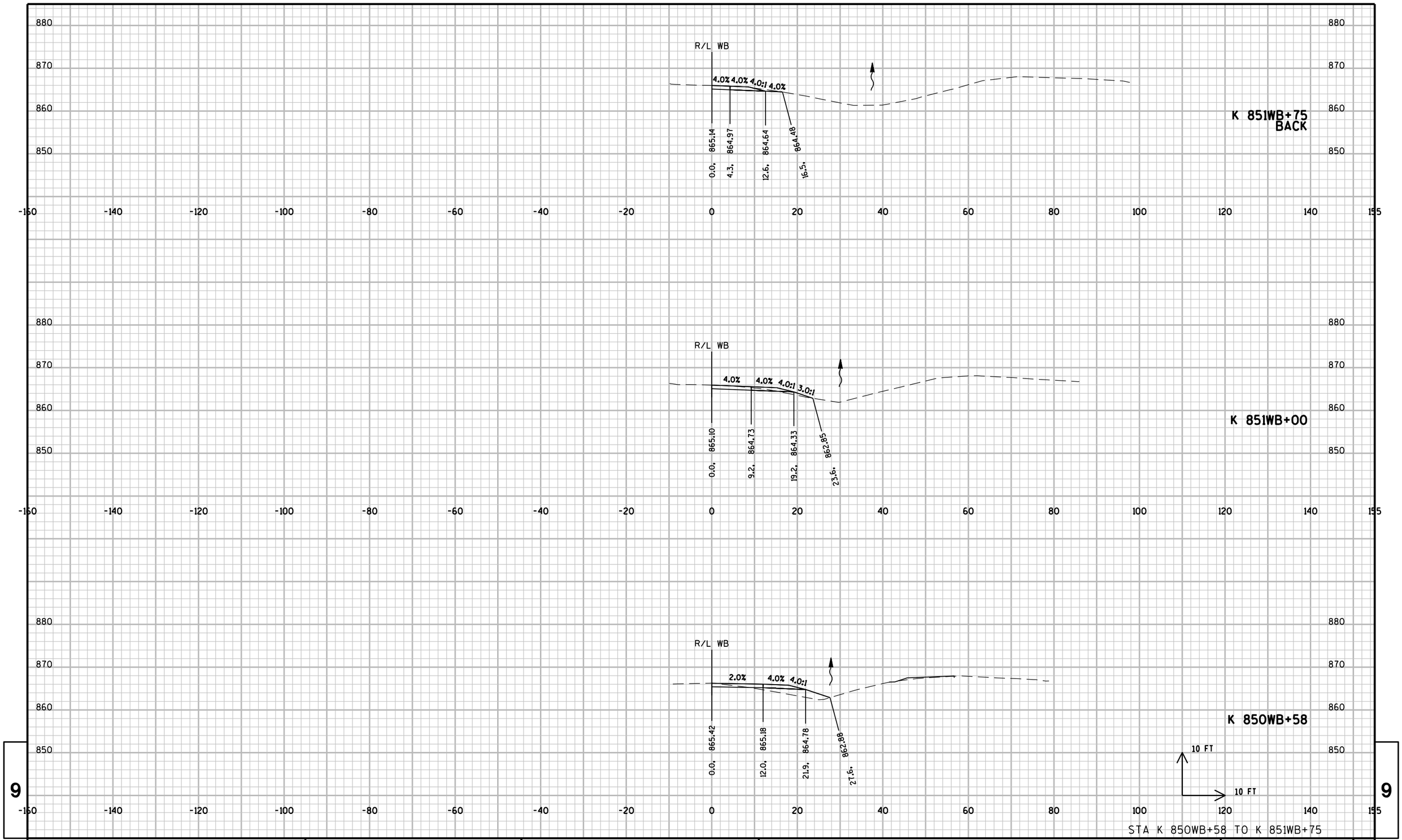
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STA K 850WB+00 TO K 850WB+46

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-25	SHEET 753	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB25.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

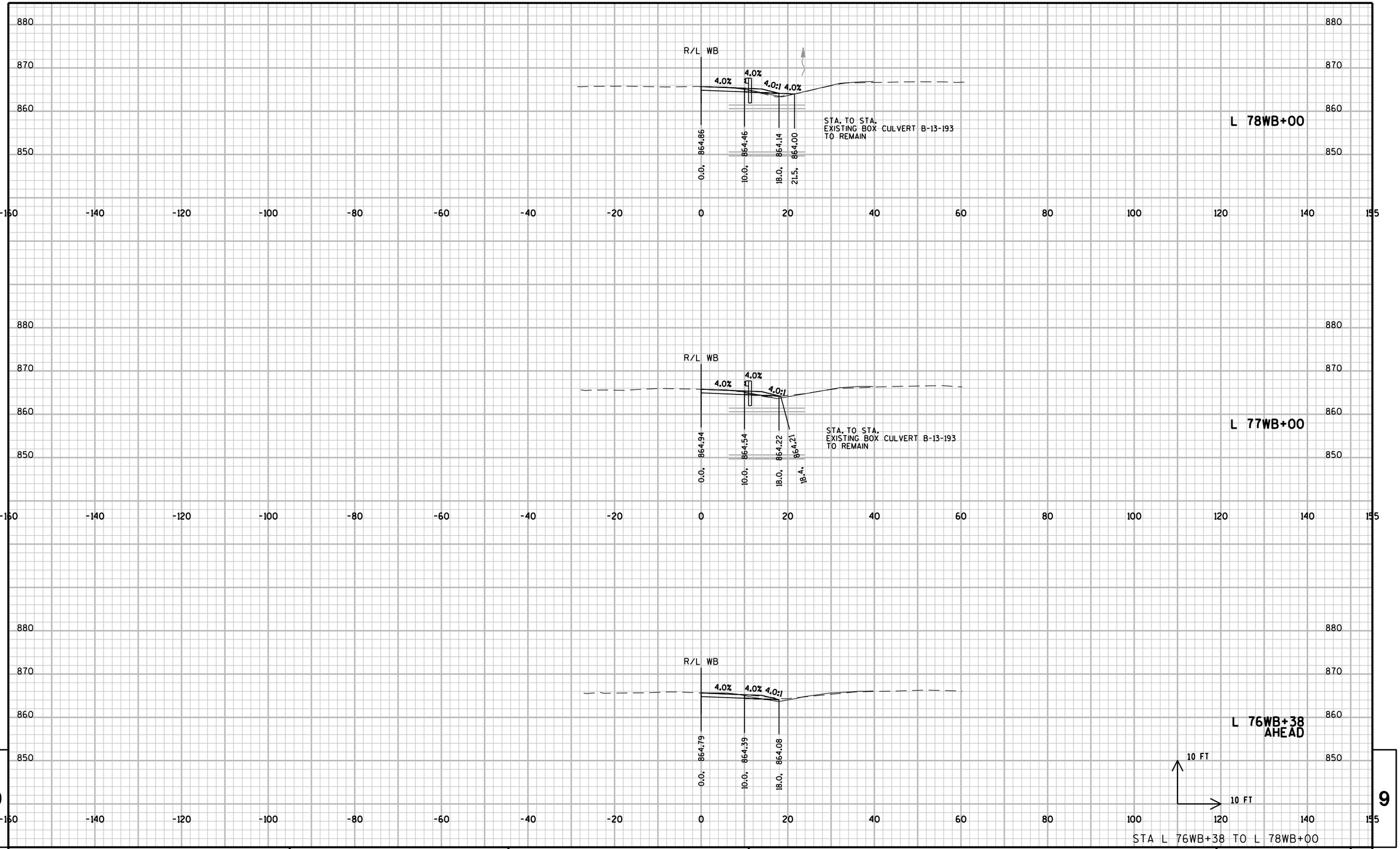
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STA K 850WB+58 TO K 851WB+75

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-25	SHEET 754	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB25.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

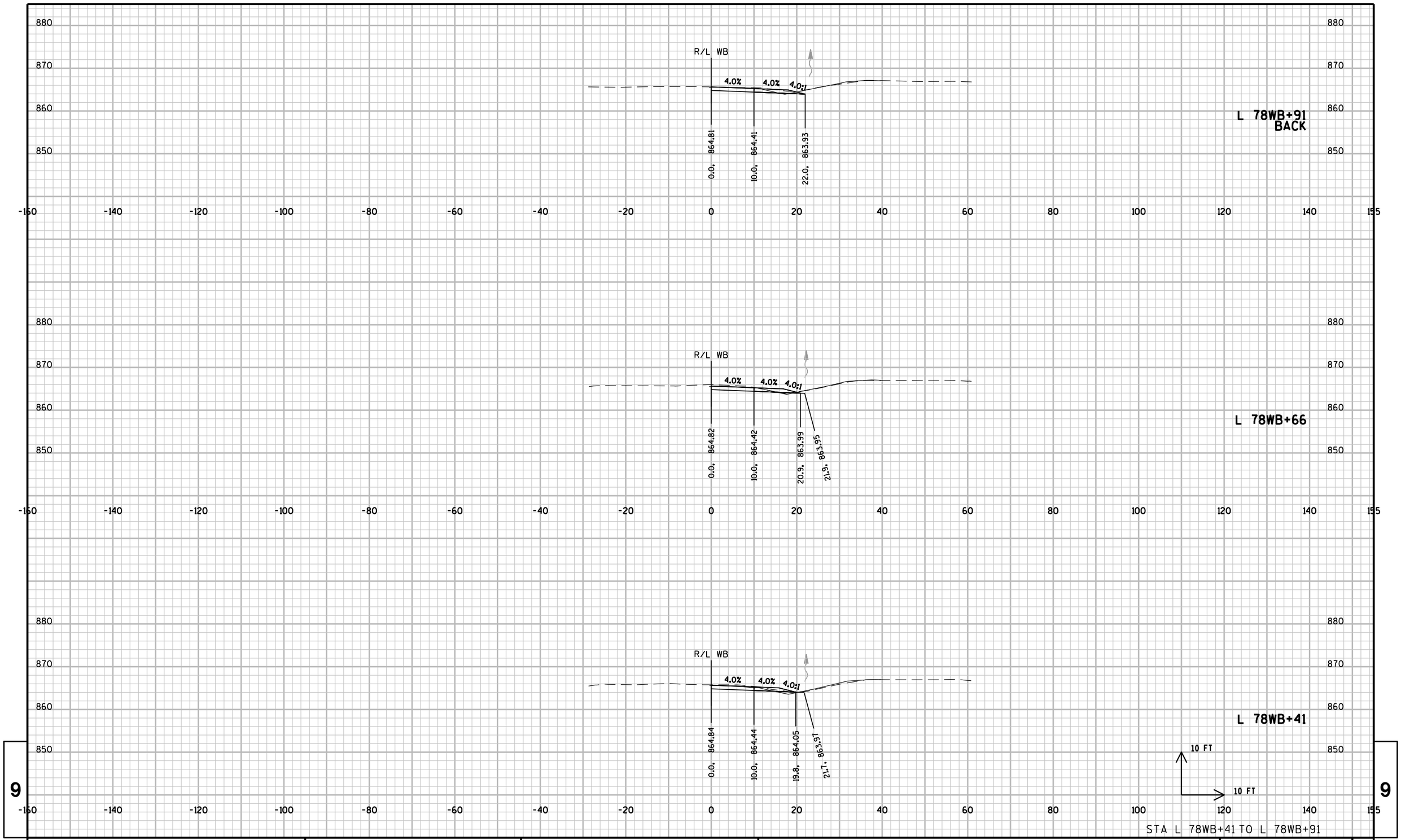


STA L 76WB+38 TO L 78WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-26	SHEET 755	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB26.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



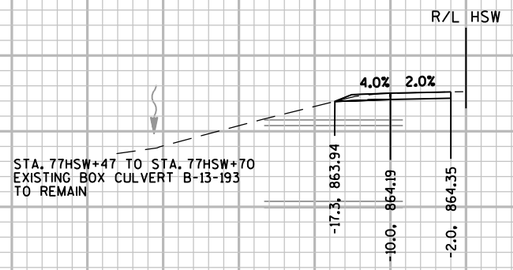
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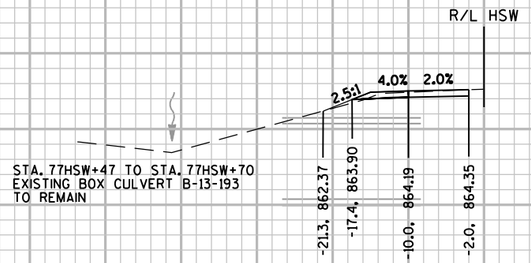
STA L 78WB+41 TO L 78WB+91

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-26	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB26.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1



78HSW+00



77HSW+02
AHEAD

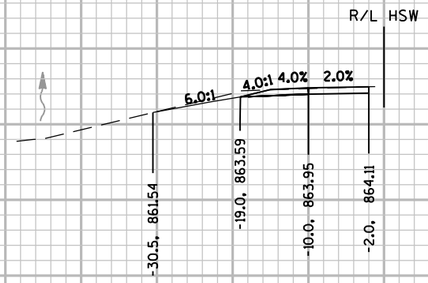
10 FT
10 FT

STA 77HSW+02 TO 78HSW+00

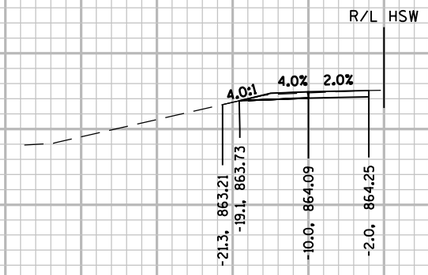
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-27	SHEET 757	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB27.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

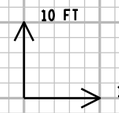
WISDOT/CADDS SHEET 21



79HSW+68



79HSW+00

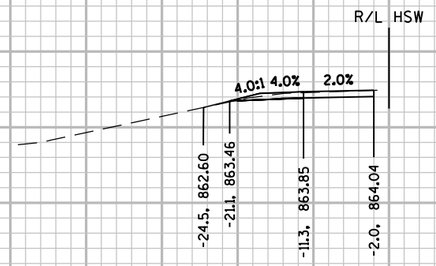


STA 79HSW+00 TO 79HSW+68

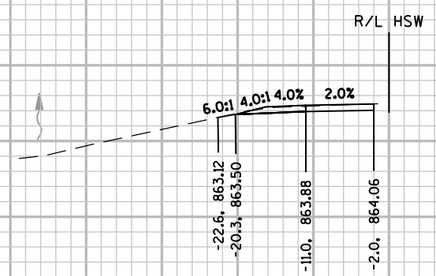
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-27	SHEET 758	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB27.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

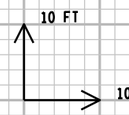
WISDOT/CADDS SHEET 21



80HSW+00



79HSW+93

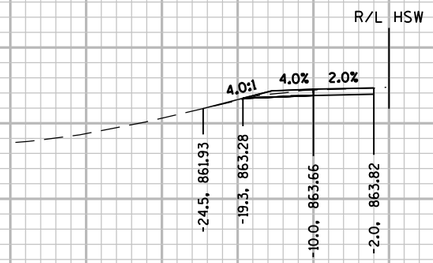


STA 79HSW+93 TO 80HSW+00

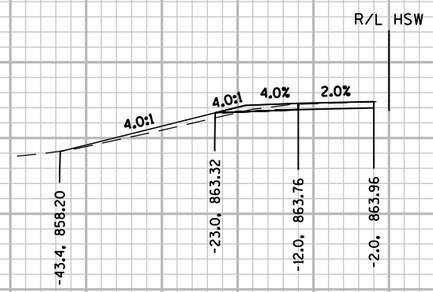
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-27	SHEET 759	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB27.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

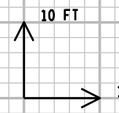
WISDOT/CADDS SHEET 21



80HSW+50
BACK



80HSW+18



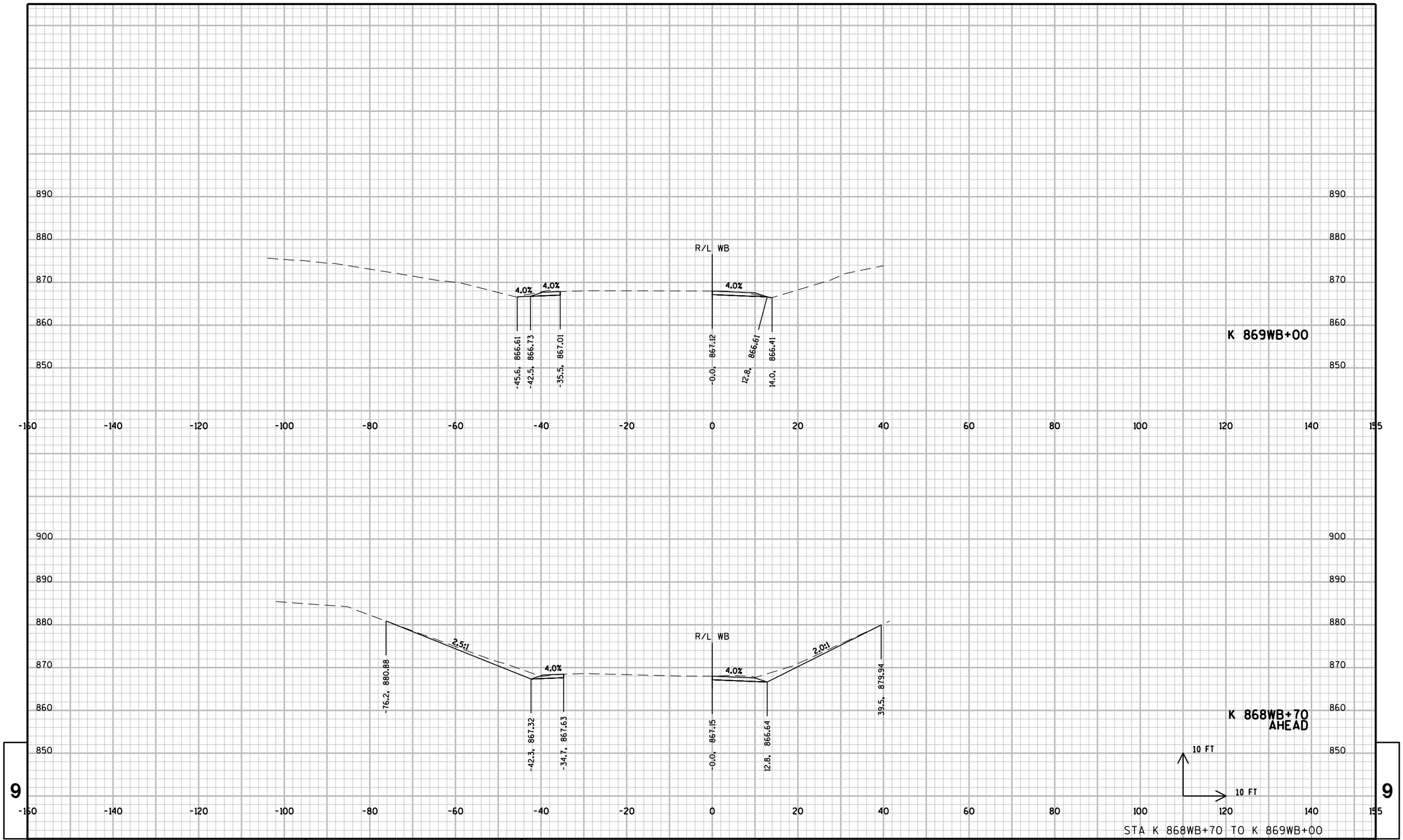
STA 80HSW+18 TO 80HSW+50

9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-27	SHEET 760	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB27.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

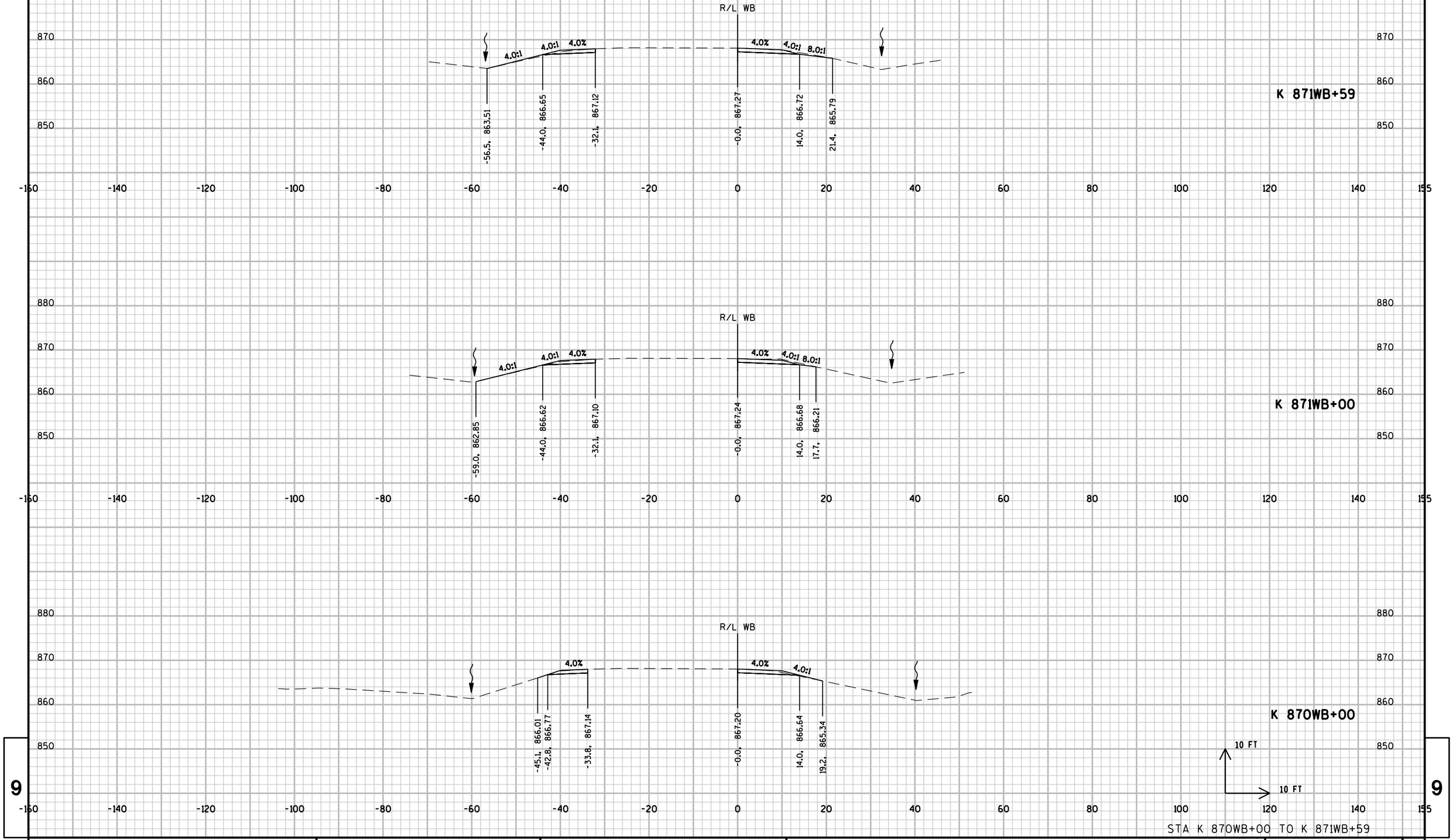


STA K 868WB+70 TO K 869WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB28-29	SHEET 761	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB28-29.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

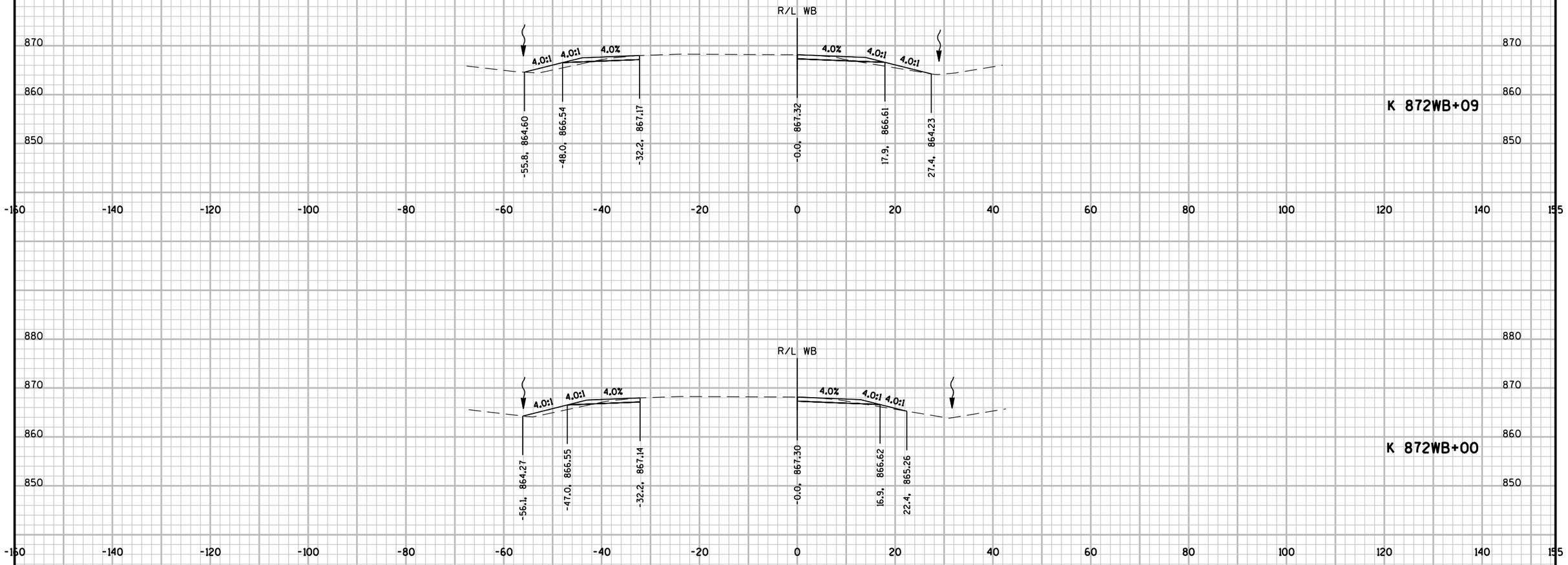
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STA K 870WB+00 TO K 871WB+59

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB28-29	SHEET E

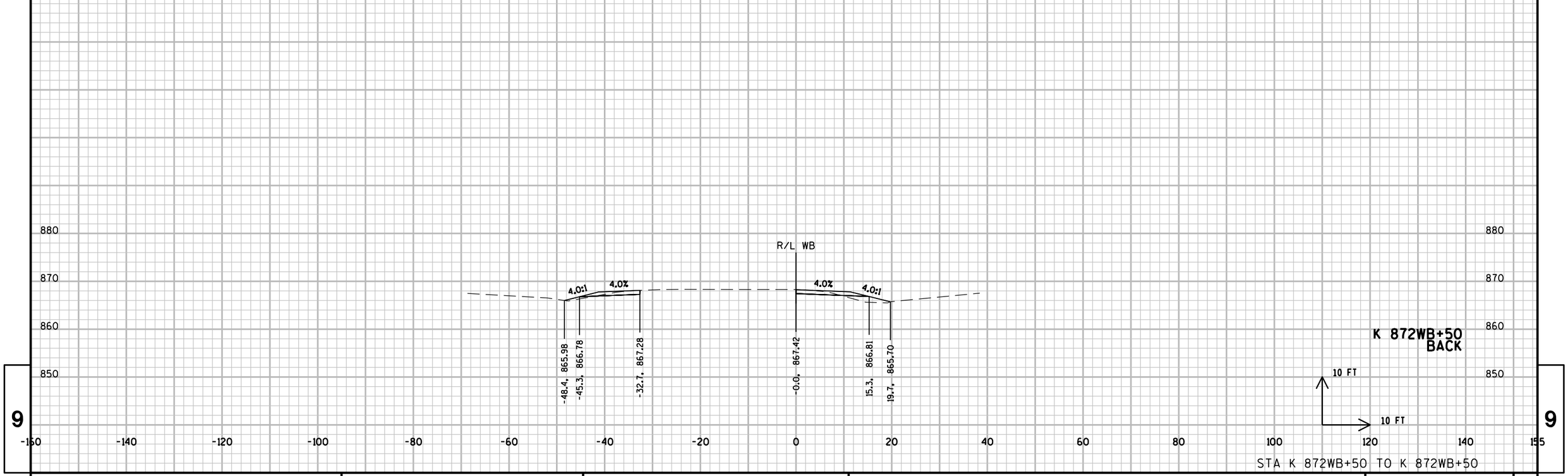
FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB28-29.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA K 871WB+84 TO K 872WB+09

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB28-29	SHEET 763	E



STA K 872WB+50 TO K 872WB+50

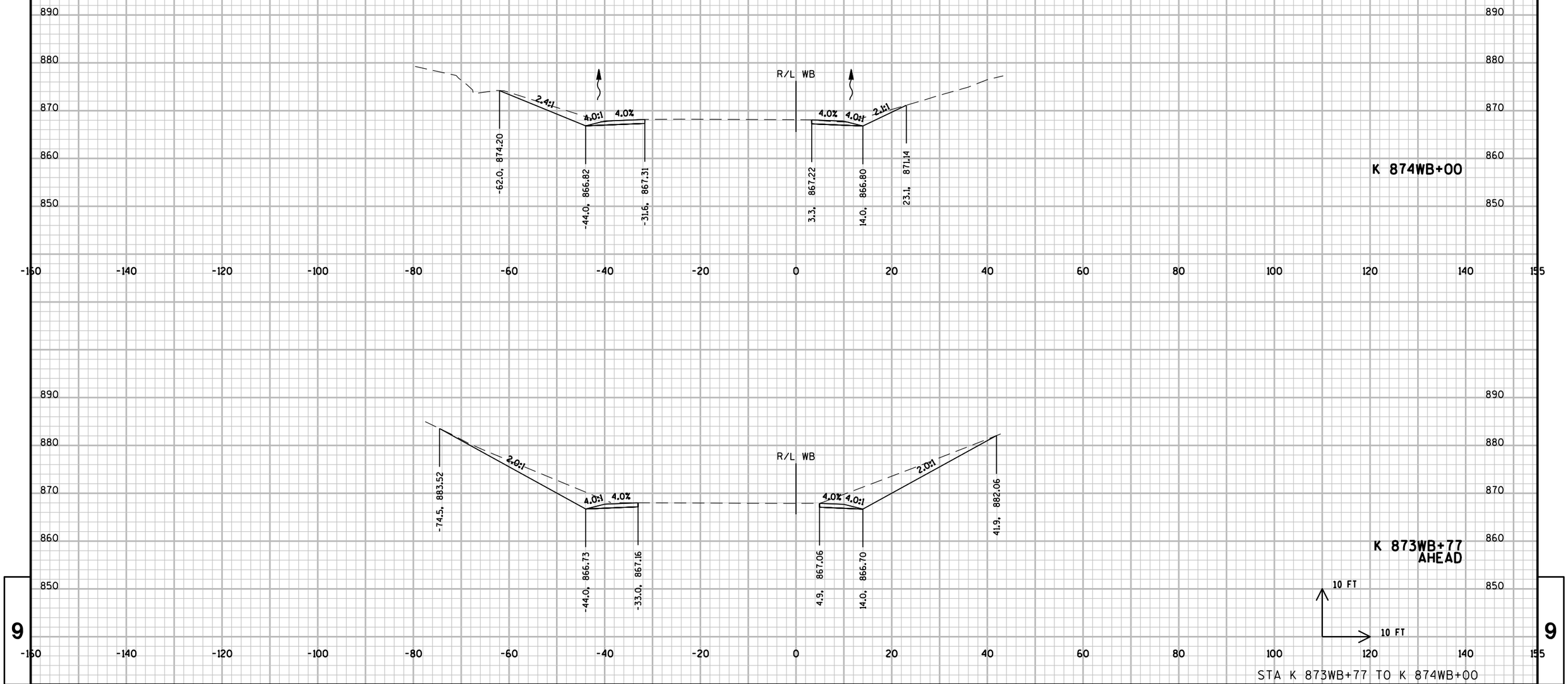
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB28-29	SHEET 764	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB28-29.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

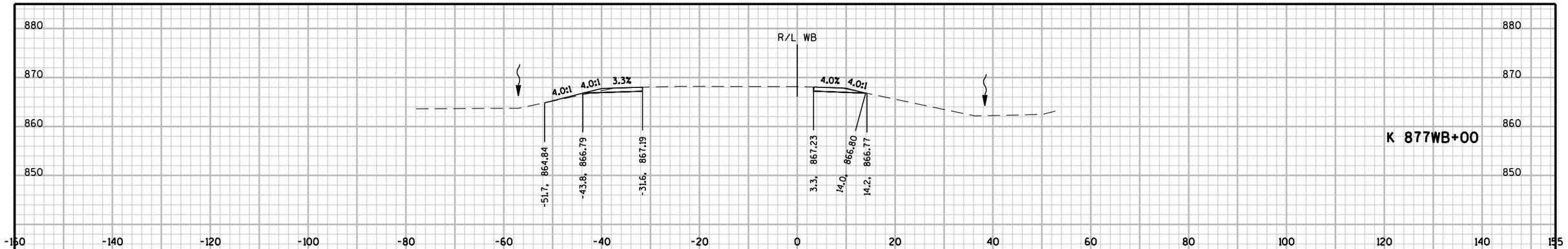
WISDOT/CADDS SHEET 21

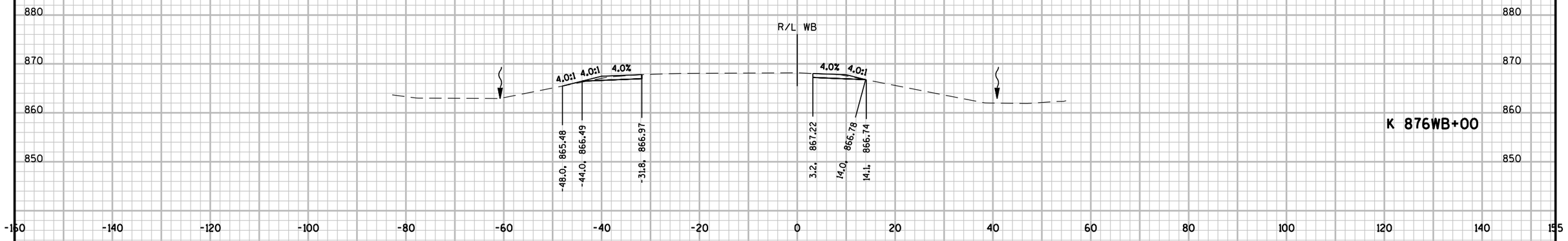


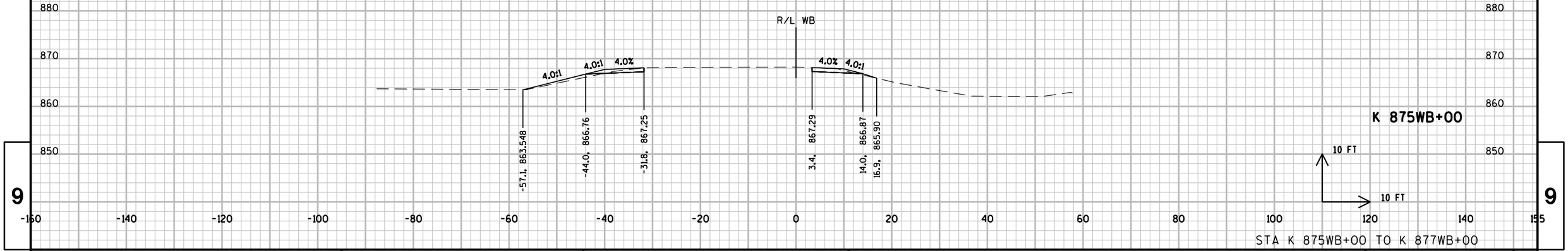
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB30-31	SHEET 765	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB30-31.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21





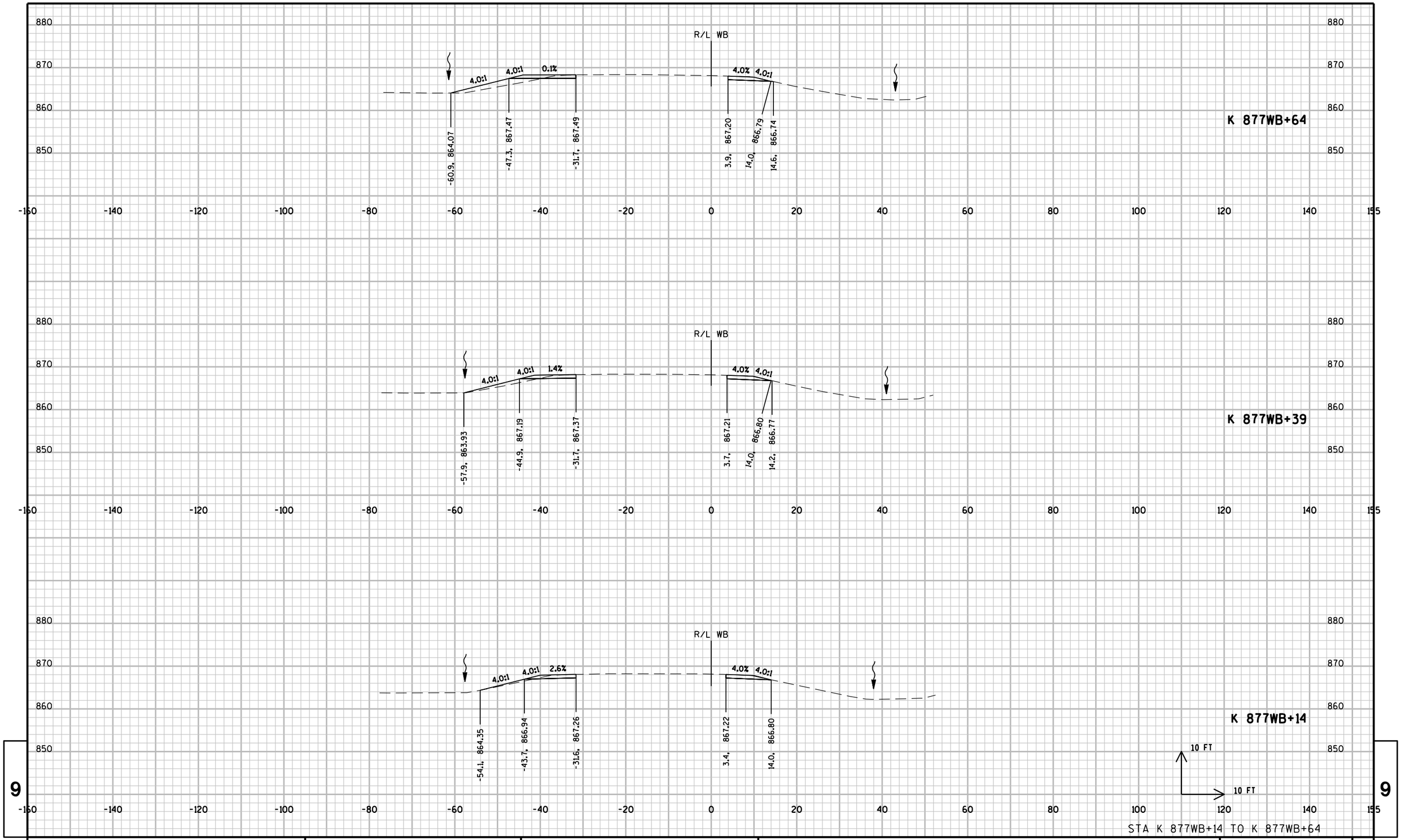


STA K 875WB+00 TO K 877WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB30-31	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB30-31.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

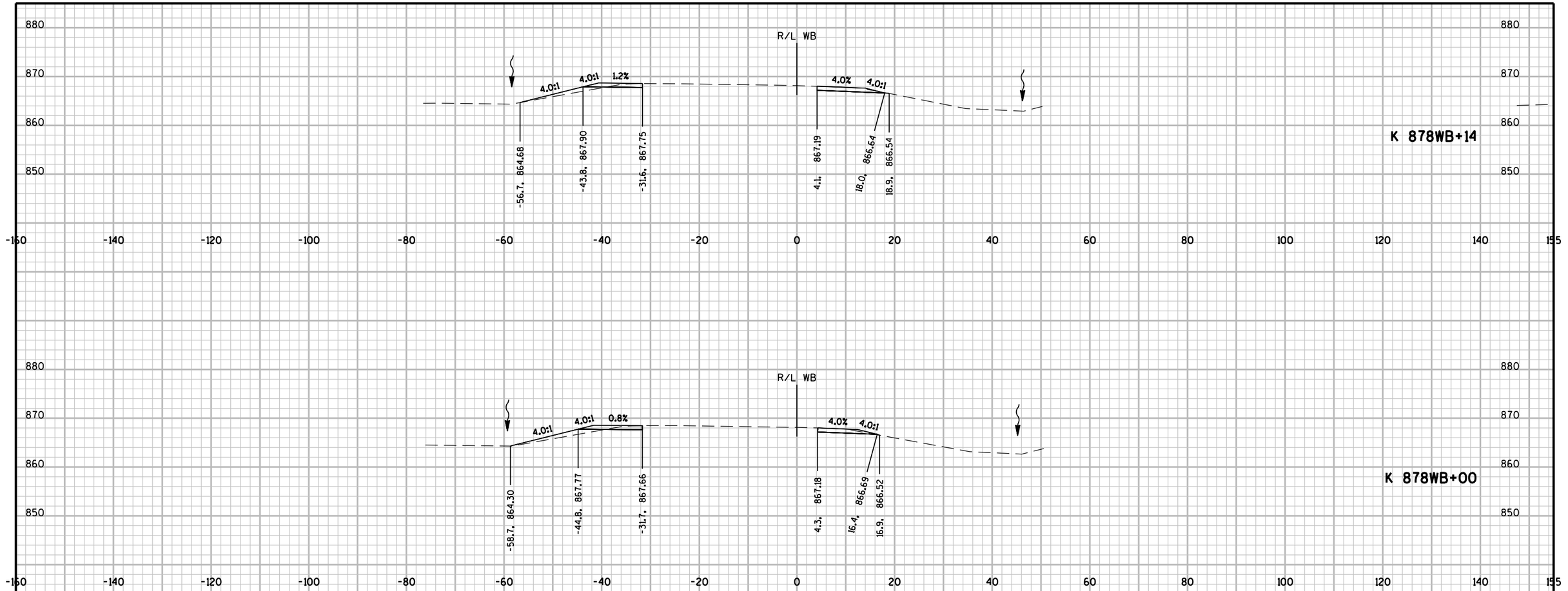


STA K 877WB+14 TO K 877WB+64

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB30-31	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB30-31.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

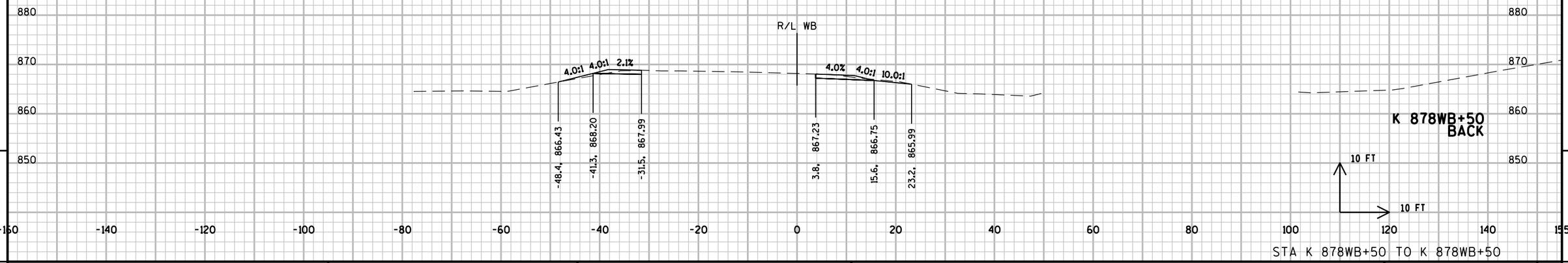
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STA K 877WB+89 TO K 878WB+14

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB30-31	SHEET 768	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB30-31.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

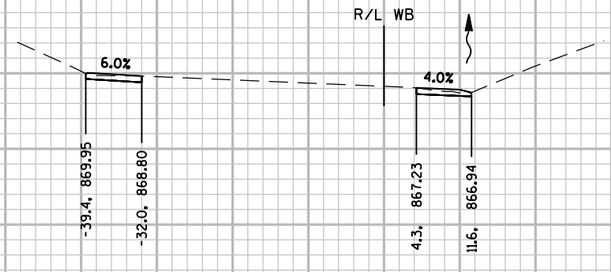


STA K 878WB+50 TO K 878WB+50

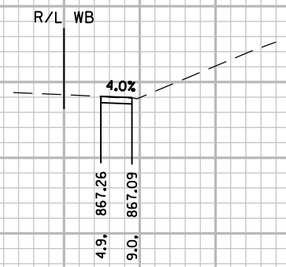
PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB30-31	SHEET 769	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB30-31.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

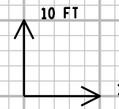
WISDOT/CADDS SHEET 21



K 880WB+75



K 880WB+55
AHEAD



STA K 880WB+55 TO K 880WB+75

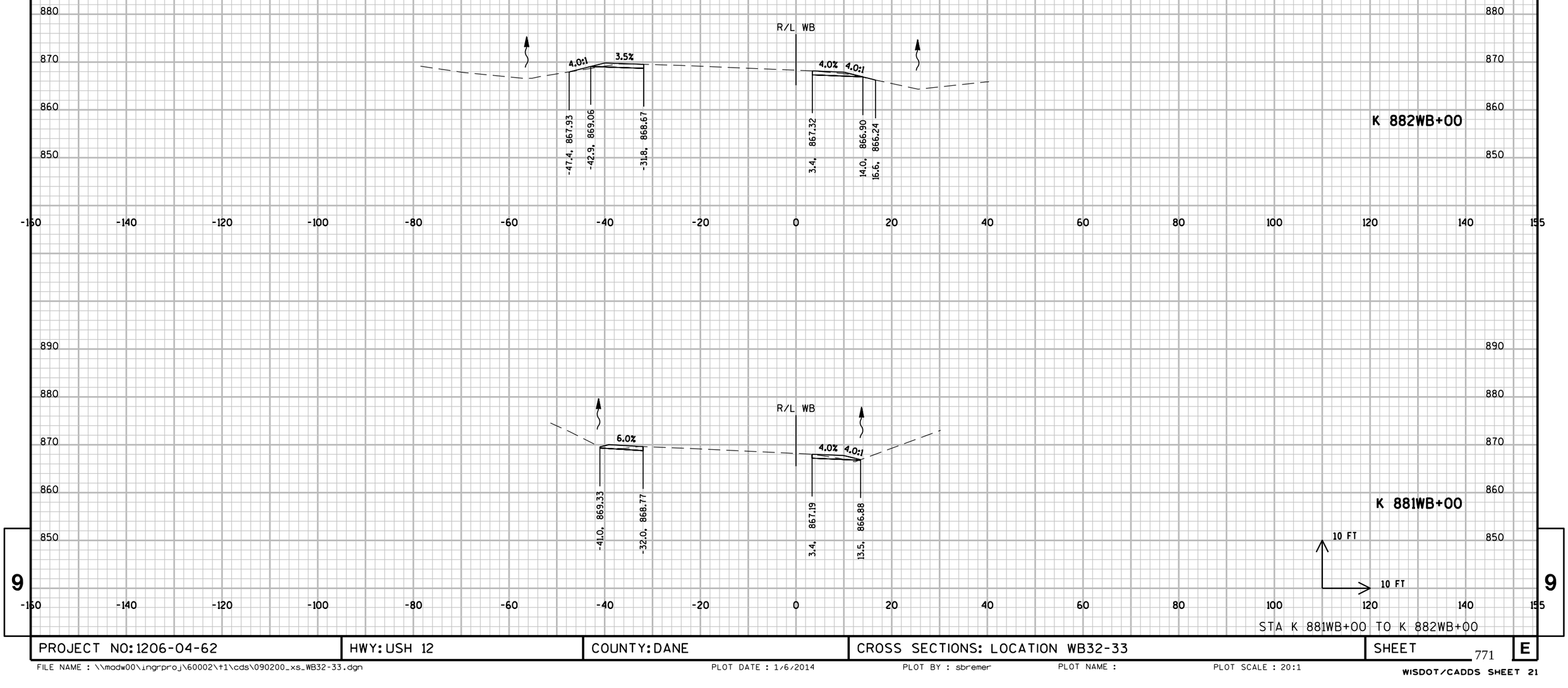
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB32-33	SHEET 770	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB32-33.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



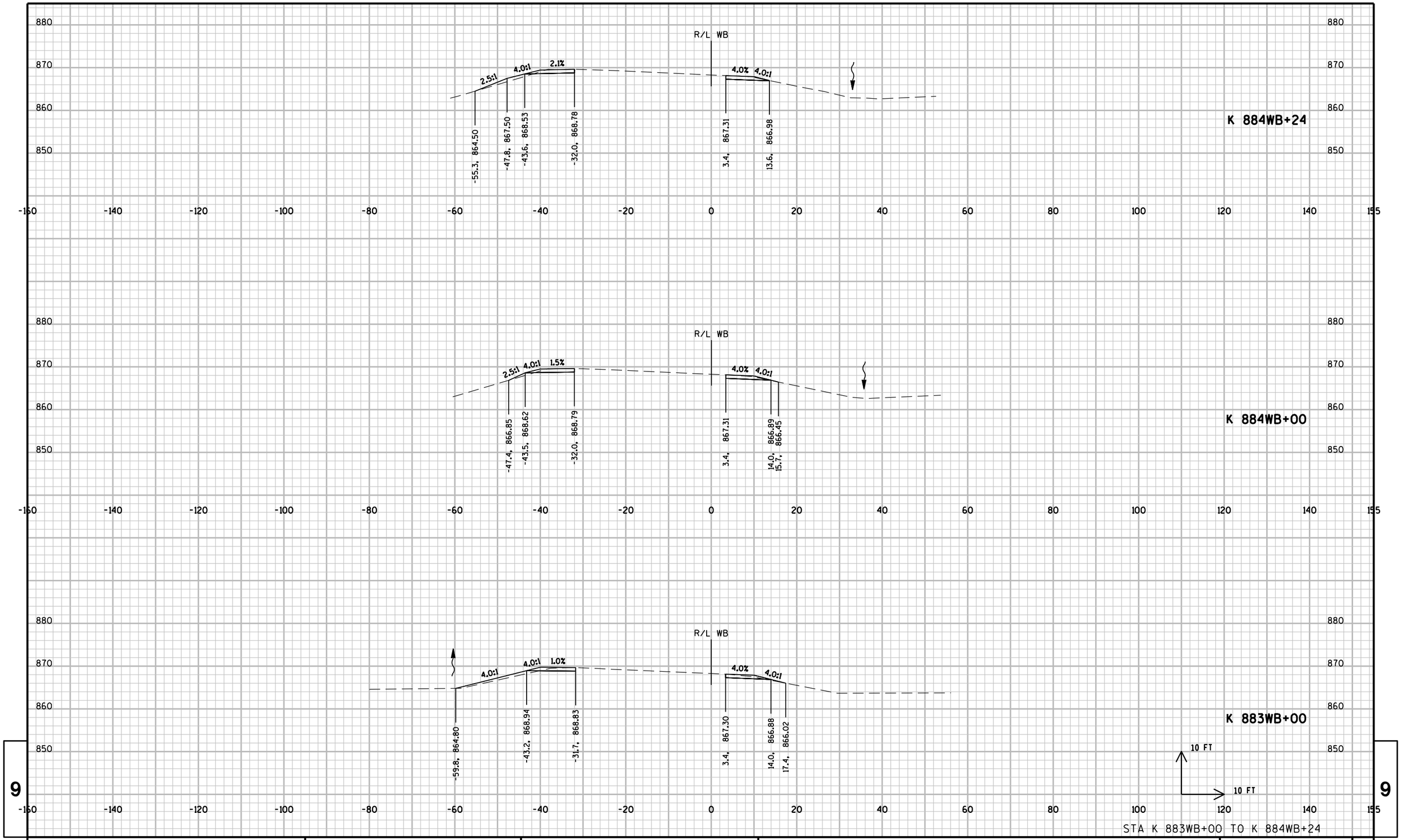
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9

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB32-33	SHEET 771	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB32-33.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

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STA K 883WB+00 TO K 884WB+24

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB32-33	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB32-33.dgn
PLOT DATE : 1/6/2014
PLOT BY : sbremer
PLOT NAME :
PLOT SCALE : 20:1
WISDOT/CADDS SHEET 21

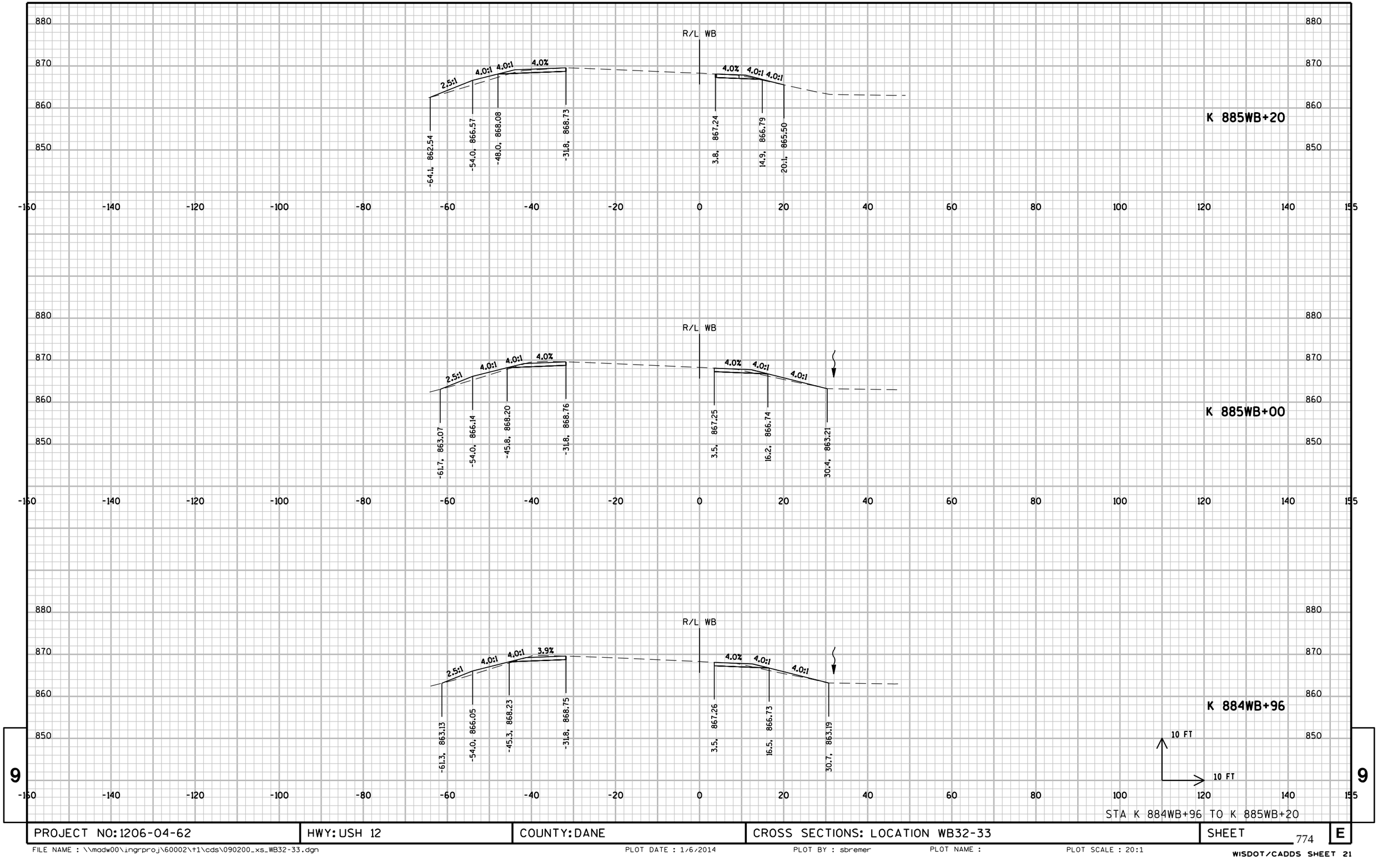
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB32-33	SHEET 773	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB32-33.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

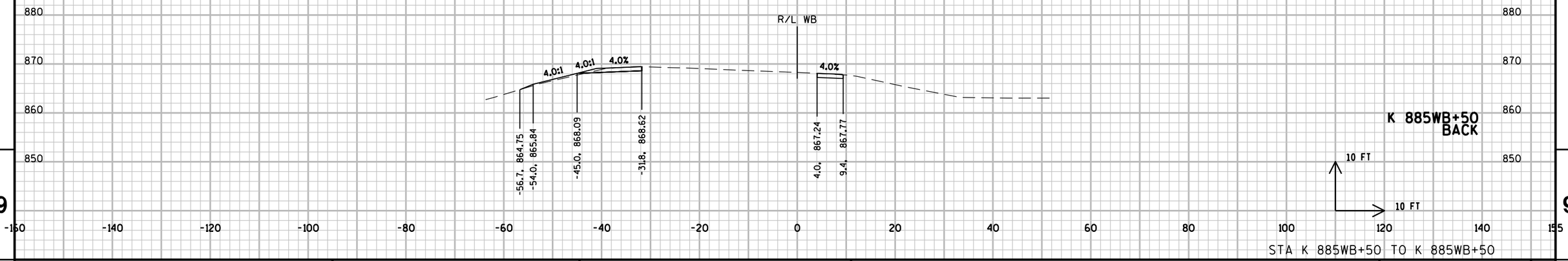


STA K 884WB+96 TO K 885WB+20

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB32-33	SHEET 774	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB32-33.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

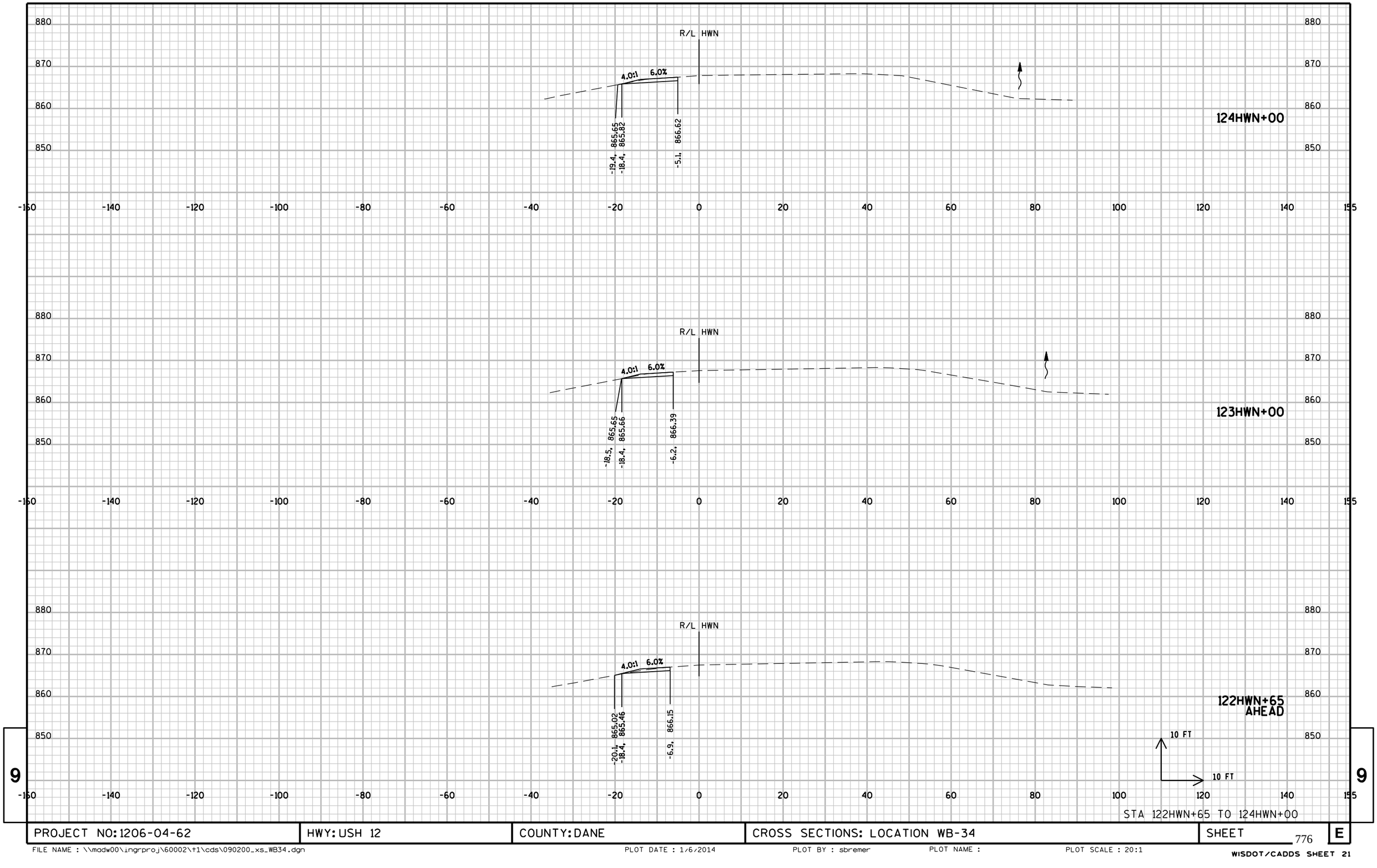


STA K 885WB+50 TO K 885WB+50

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB32-33	SHEET 775	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB32-33.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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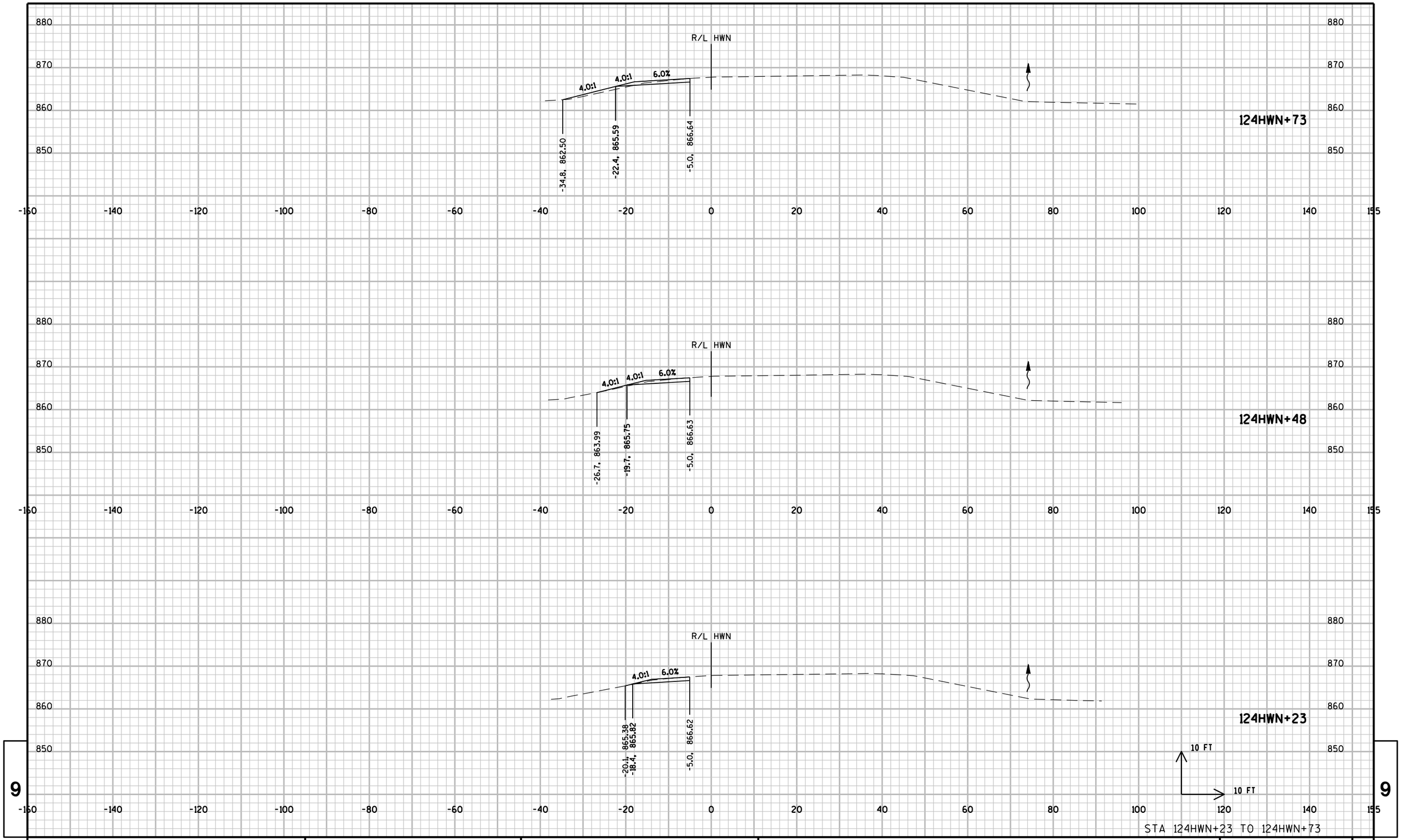
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STA 122HWN+65 TO 124HWN+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-34	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB34.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

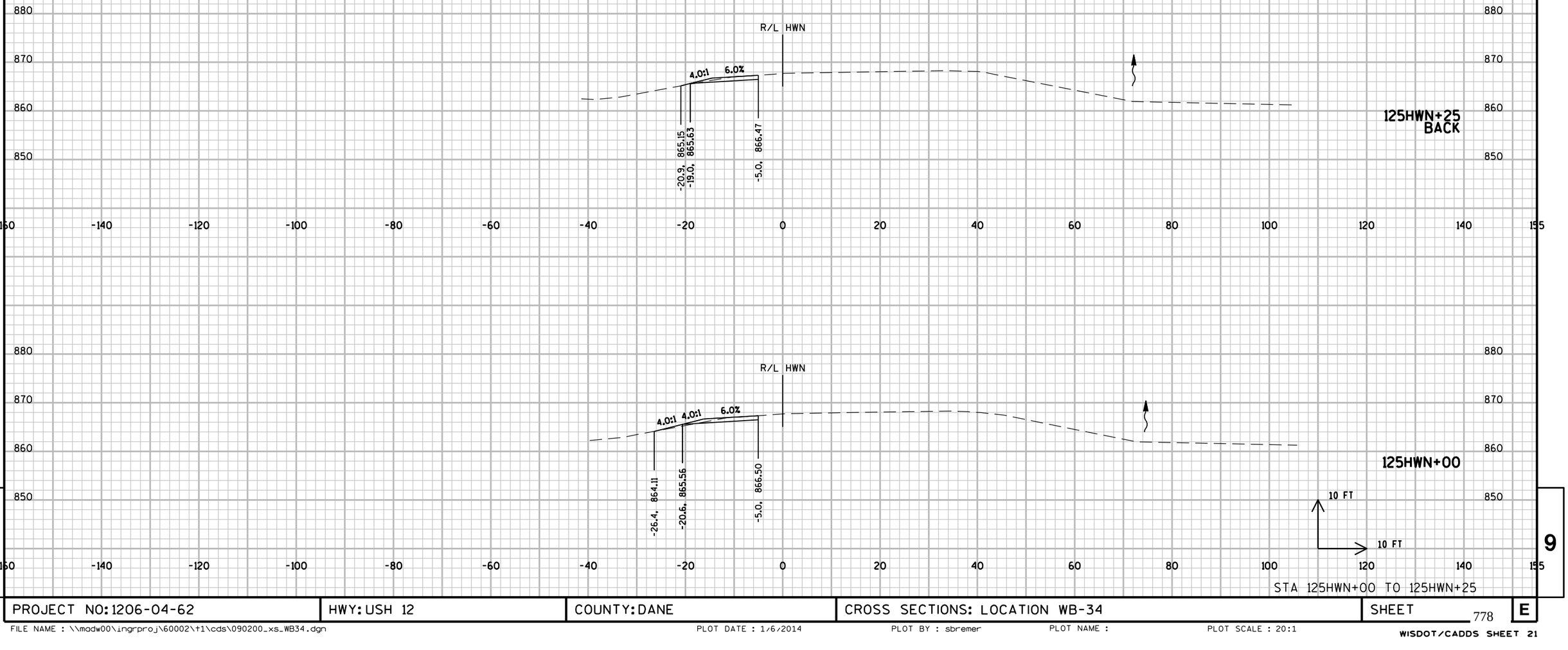


STA 124HWN+23 TO 124HWN+73

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-34	SHEET 777	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB34.dgn | PLOT DATE : 1/6/2014 | PLOT BY : sbremer | PLOT NAME : | PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

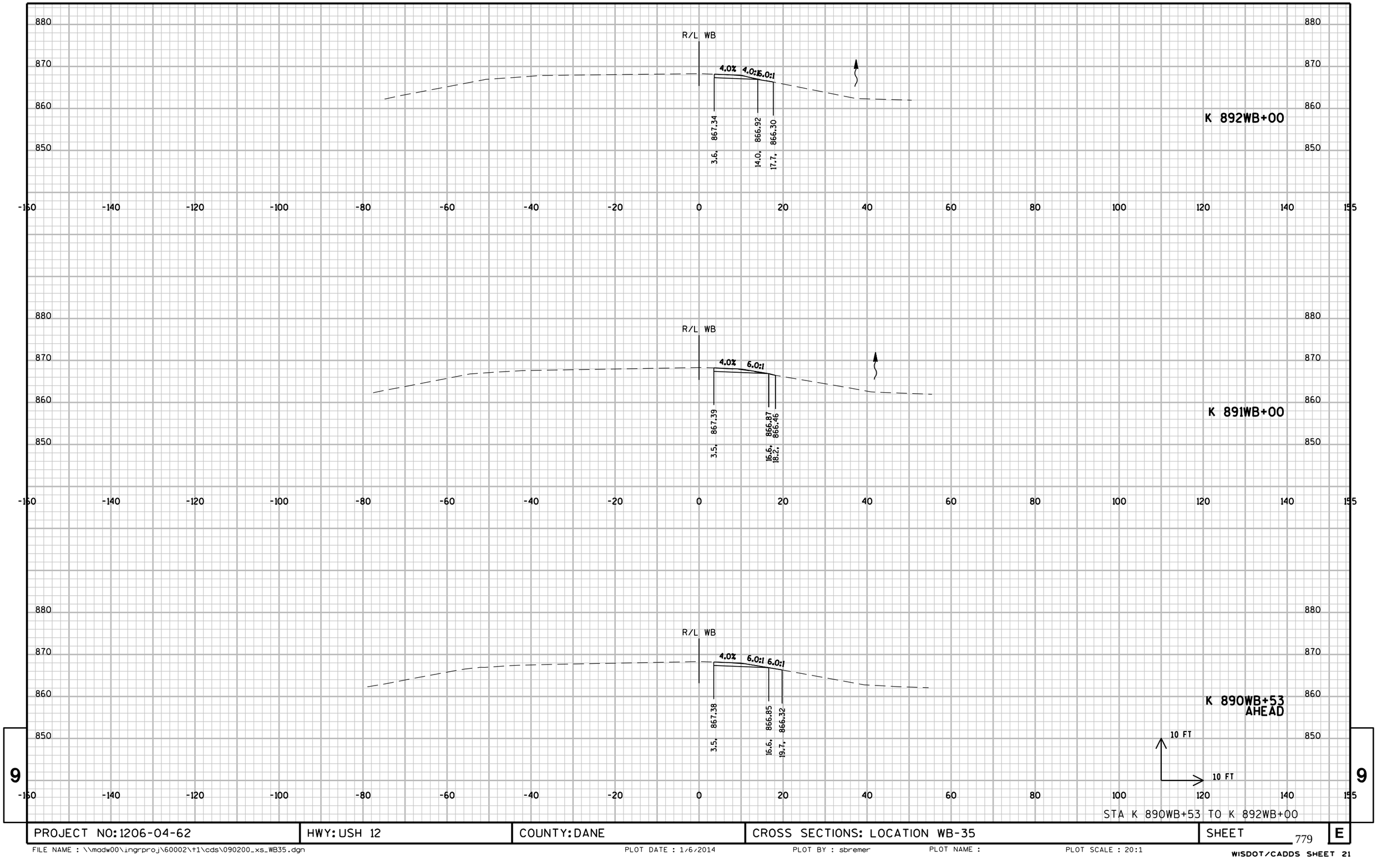


STA 125HWN+00 TO 125HWN+25

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-34	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB34.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

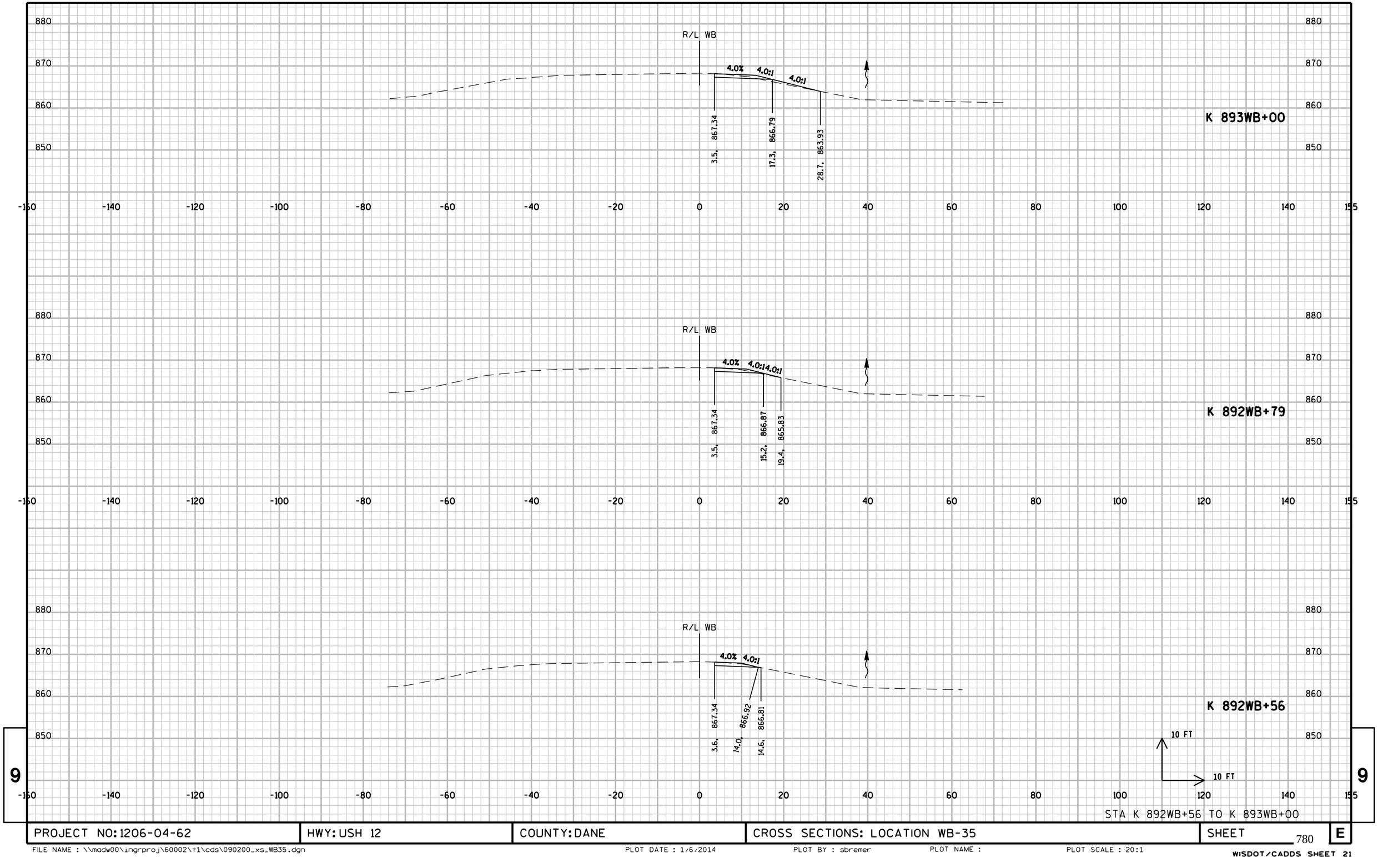


STA K 890WB+53 TO K 892WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-35	SHEET 779	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB35.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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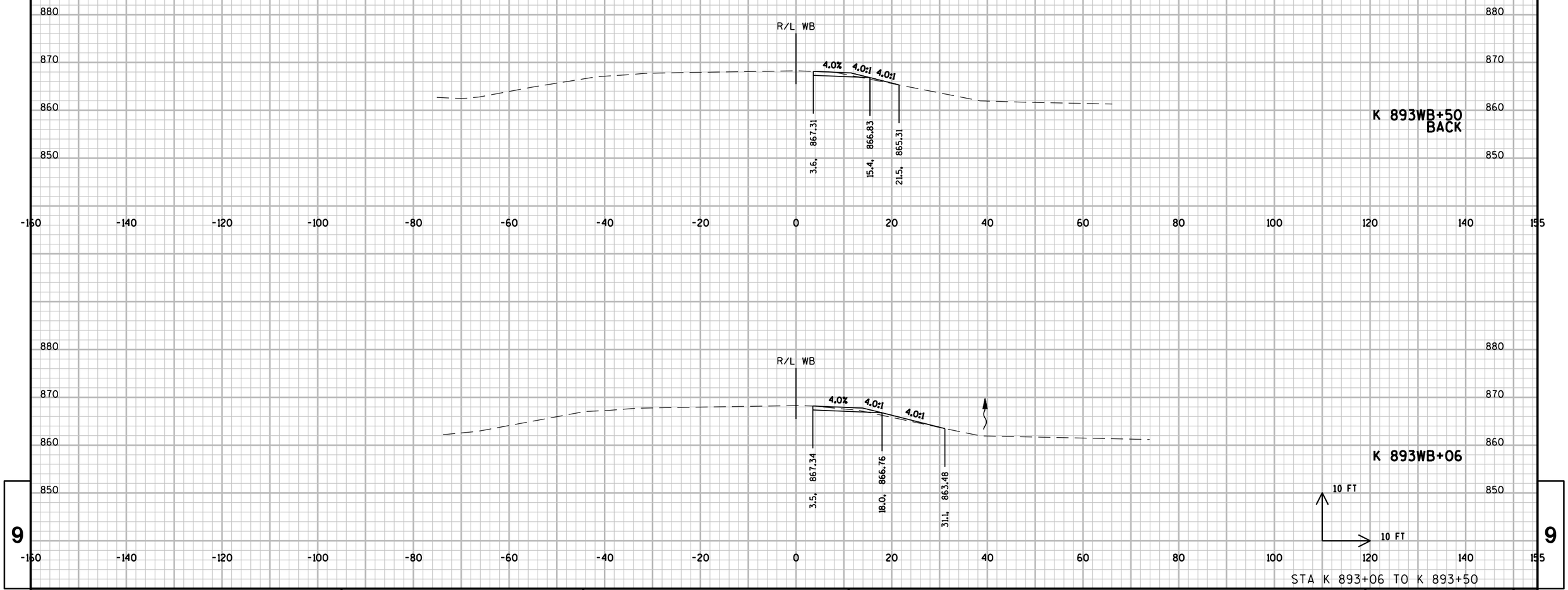
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STA K 892WB+56 TO K 893WB+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-35	SHEET 780	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB35.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



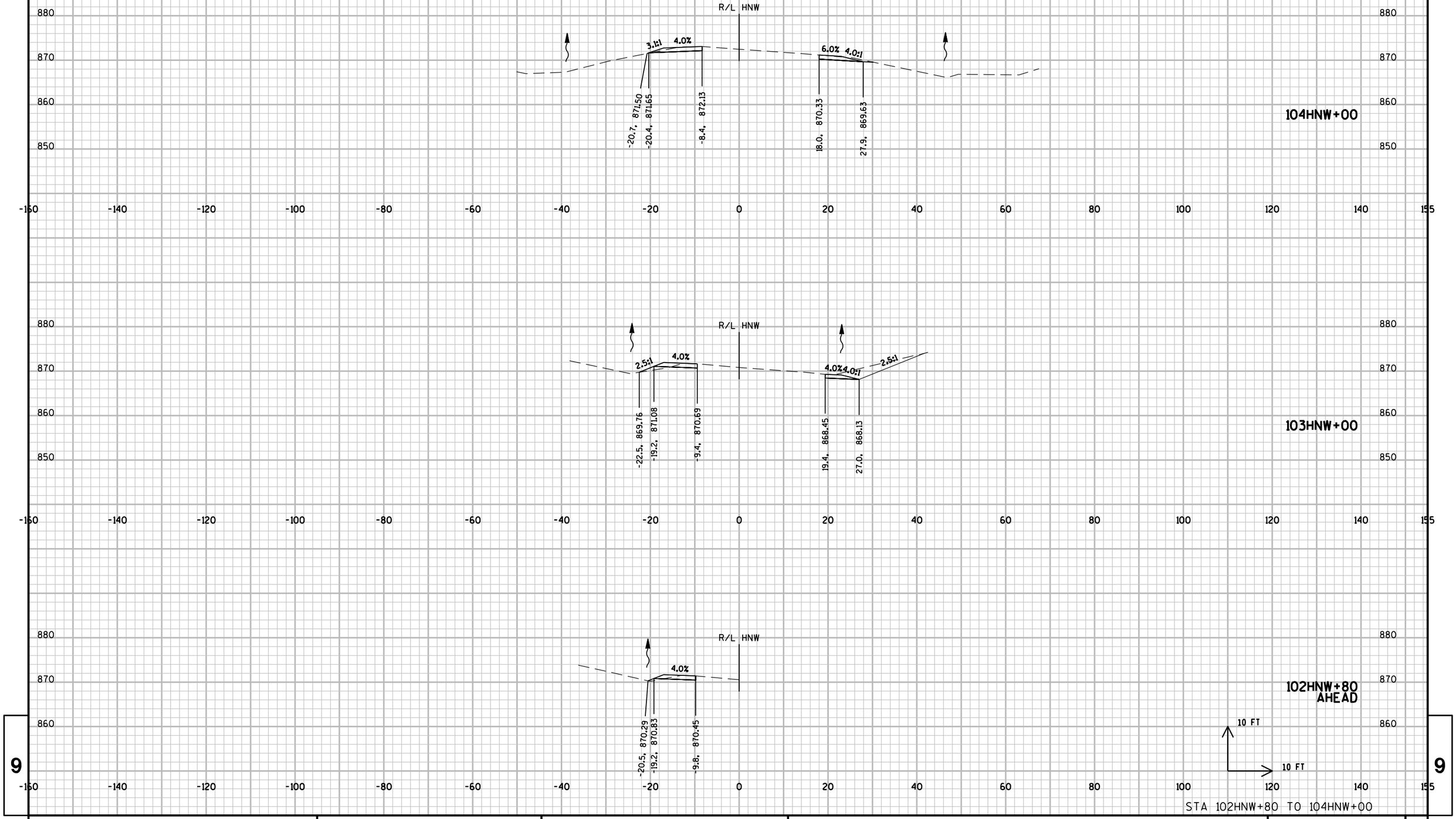
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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB-35	SHEET	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB35.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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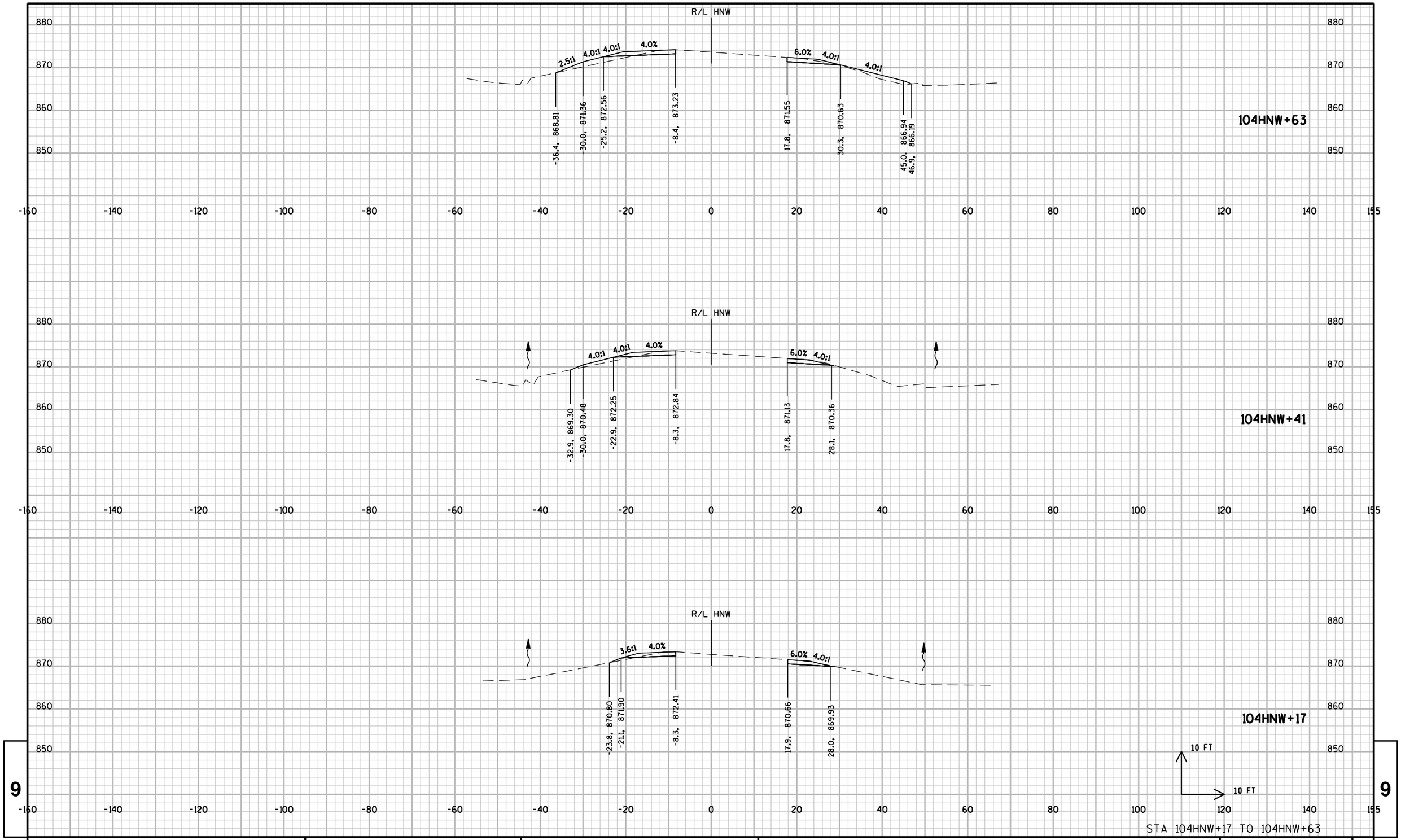
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STA 102HNW+80 TO 104HNW+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB36-37	SHEET 782	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB36-37.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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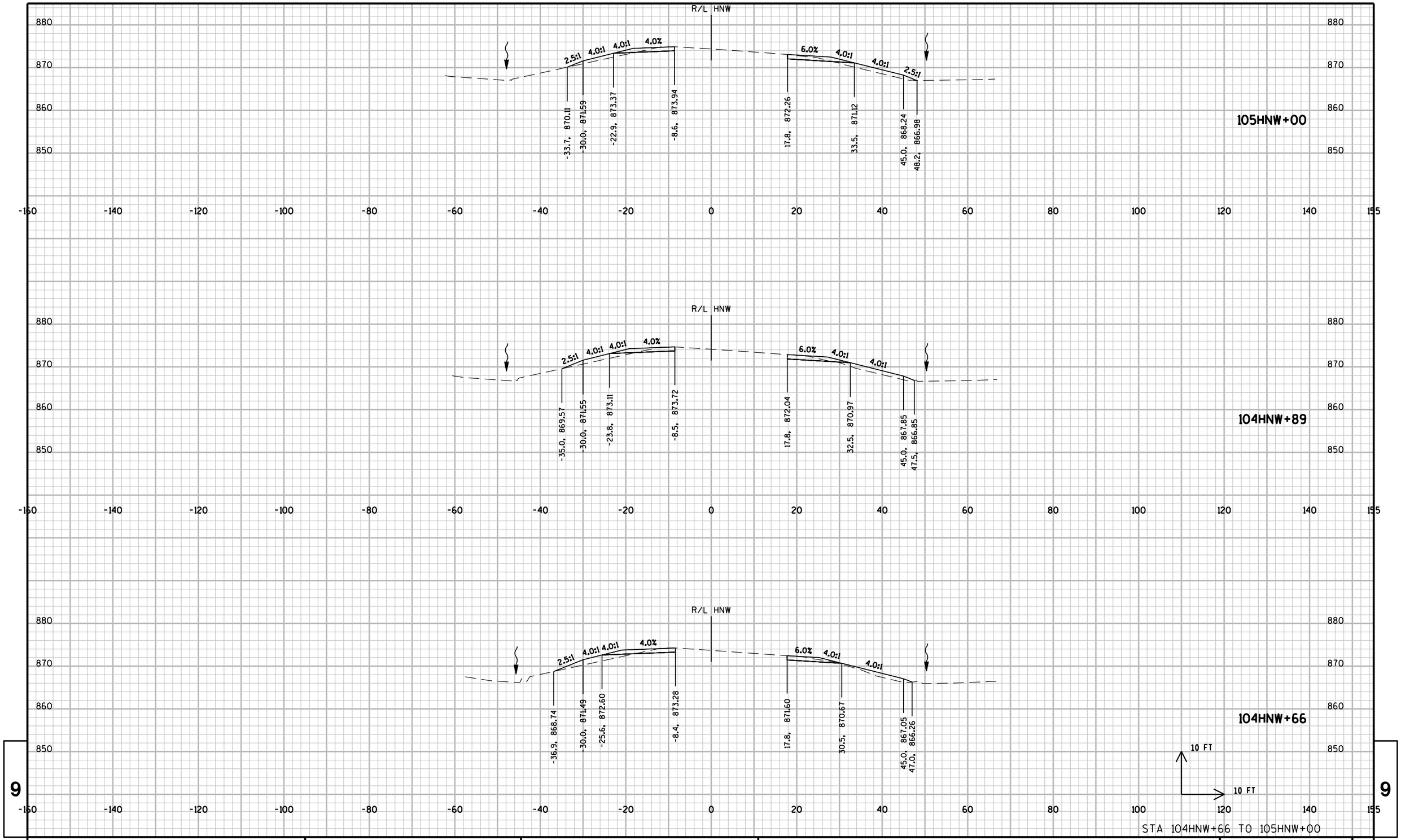
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STA 104HNW+17 TO 104HNW+63

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB36-37	SHEET 783	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB36-37.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

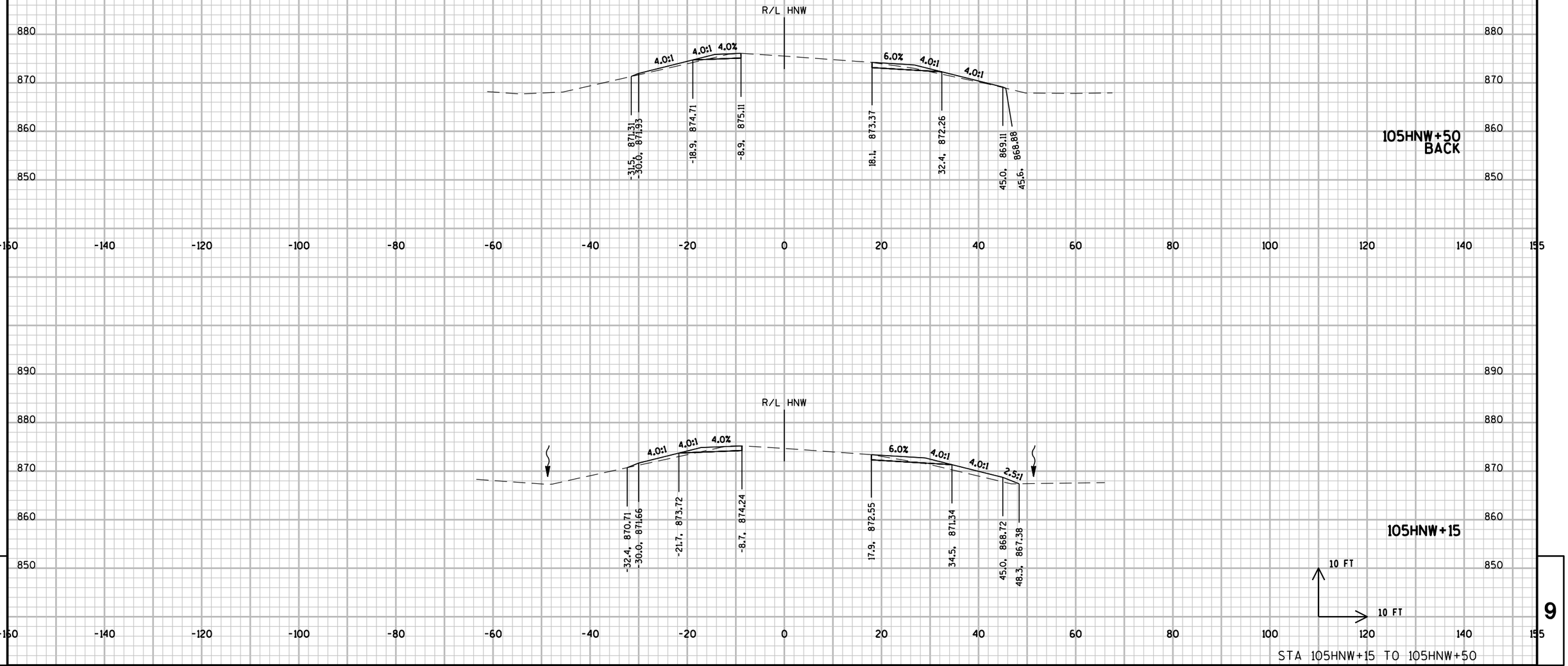


STA 104HNW+66 TO 105HNW+00

PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB36-37	SHEET 784	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB36-37.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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PROJECT NO: 1206-04-62	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: LOCATION WB36-37	SHEET 785	E

FILE NAME : \\madw00\ingrproj\60002\t1\cds\090200_xs_WB36-37.dgn PLOT DATE : 1/6/2014 PLOT BY : sbremer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

Wisconsin Department of Transportation

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